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ELLIS ISLAND, NEW YORK

ANNUAL REPORT OF THE COMMISSIONER OF IMMIGRATION FOR THE PORT OF NEW YORK

WITH REFERENCE TO ELLIS ISLAND AFFAIRS FOR THE YEAR ENDED JUNE 30, 1911

PRESENTED BY MR. LODGE

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ANNUAL REPORT OF THE COMMISSIONER OF IMMIGRATION FOR THE PORT OF NEW YORK.

OFFICE OF COMMISSIONER OF IMMIGRATION,
Ellis Island, New York Harbor, N. Y., October 10, 1911.

COMMISSIONER GENERAL OF IMMIGRATION,
Washington, D. C.

SIR: I submit herewith my annual report with reference to Ellis Island affairs for the year ended June 30, 1911. During this period 749,642 aliens were inspected under the immigration law at the port of New York. Of these, 605,384 were promptly admitted on first inspection, the remainder being detained for various causes, about one-half of them for what is known as "special inquiry." Deportations from Ellis Island during the last fiscal year numbered approximately 14,500, of which about 1,500 related to aliens who, after entry, had been found to be here in violation of law. In some months the exclusions were 3 per cent of the arrivals, and such a percentage indicates carelessness on the part of steamship agents abroad in accepting immigrants as passengers. But deportation figures alone do not furnish a complete index of the work of this office in preventing ineligible immigrants from entering the United States. It is far more important to know that every effort is made to maintain a correct and efficient standard of inspection, which fact becomes known abroad and deters many immigrants who could not secure admission from starting on their journey only to encounter the hardships of deportation.

ADDITIONS AND IMPROVEMENTS TO PLANT.

Many of these have been made during the last 12 months affecting more particularly the main building, which has thus been rendered much more appropriate than it was for the work therein carried on.

1. A fine new story has been erected on the west wing of the main building through a special appropriation granted in 1910, so that we now have adequate day quarters for those held for special inquiry, as well as a fine room for the large corps of stenographers serving on boards of special inquiry. Through a simple readjustment of space on the main floor there now exist eight appropriate board rooms and two additional witness rooms. Special-inquiry business in all its branches is now transacted in quarters which are adequate, and thus one of the serious defects of the building to which two years ago I directed attention has been completely remedied.

2. The information office, to which thousands come every year from New York City and elsewhere to inquire concerning immigrants, has been quadrupled in size by throwing a number of small rooms into

one. The present area is adequate, has been tiled and wainscoted, and presents an attractive appearance.

3. The medical offices have been moved from the main floor to the floor below in the east wing of the main building. The new quarters are larger and more sanitary than the old ones, for they are tiled and wainscoted, and immigrants who must be sent to hospital are no longer required to climb any stairs. But though larger, yet they are still inadequate for a proper execution of the law relating to the detection of the physically and mentally defective. Congress failed last year to appropriate the amount requested for this purpose, and we have done the best we could out of our general allotment.

4. The removal of the medical offices from the main floor left the whole of the latter available for the inspection of immigrants. The old stairway, which created a large opening in the middle of this floor and failed to land the immigrants at the proper point, has been eliminated and a new one constructed beneath the gallery. The capacity of the main floor for inspection purposes is now double what it was in the past.

5. A new stairway has been constructed from the information office to the immigrants' dining room, thereby reducing the distance between these two points to one-fifth of what it formerly was. The saving in time and effort effected will be appreciated when it is remembered that several hundred immigrants use this stairway three times a day in both directions, as well as numerous friends of detained immigrants, who may see the latter only in the "interview corridor" upstairs.

6. The wooden barracks on the north side of the island, together with much débris, have been removed and the ground graded. This portion of the island no longer presents an unsightly appearance.

7. The new contagious-disease hospitals were opened for use at the end of last June.

RECOMMENDATIONS FOR ADDITIONAL SPACE AND IMPROVEMENTS.

While the special inquiry day detention quarters have now been rendered entirely adequate, yet this is not the case with some of the other detention quarters, particularly those on the upper floor of what is known as the new baggage and dormitory building, in most respects an excellent one, constructed under the previous administration. The law requires all immigrants who are not "clearly and beyond a doubt entitled to land" to be held, and during months when 75,000 to 100,000 arrive, many of an inferior class, it will readily be seen how we may come to have a large number of night guests. Frequently there are as many as 1,800 or 2,000, and yet there are on Ellis Island not over 1,800 beds, almost all in tiers of three each. In the largest men's dormitory the beds number 432 and the width of the passageway between each line of tiers is only 2 feet. When all of the beds are occupied, as frequently they are, the congestion in this room is very great, and since it has only an easterly exposure the temperature on summer nights may be 100°.

In addition, the ventilation is very imperfect. Unfortunately it is necessary to use it also as a day room, though being encumbered with beds it is obviously inappropriate for this purpose. It is often necessary to detain occupants of this room a week, especially those who are excluded, since the lines bringing them usually send out

their steamers only once a week. The conditions in the other large dormitories are not unlike those just described. It is also to be remembered that the habits of some immigrants are cleanly, of others filthy. The two kinds object seriously to detention in the same room, and those of cleanly habits often say unpleasant things of the others, yet we are unable, for lack of space, to separate them as they should be separated.

I recommend that an adequate number of well-ventilated dormitories be created, with beds in tiers of two instead of three, and that separate day rooms be installed. In my request for appropriations already submitted I have pointed out a simple means of doing this through the erection on the dormitory building, at an expense of about $375,000, of a new story with out-of-door porches or verandas for each floor on the northerly side. There is no reason why this story should not in its way prove as advantageous as the new story erected last year on the west wing of the main building. The responsibility for the continuance of the bad conditions described in the dormitories must rest with Congress. The executive authorities can not remedy them until Congress furnishes the means.

Our quarters for the care of cabin passengers are just as inadequate and inappropriate as when I last wrote on this subject. Since that time I appeared before the Appropriations Committee with technical experts and urged the creation of proper quarters for this purpose, and it was explained why it was often necessary to detain for special inquiry considerable numbers of those traveling as cabin passengers. Congress failed to act and such passengers are still usually detained in quarters similar to those furnished steerage immigrants, with (as I said last year) "resulting unpleasant but often just criticism." The condition complained of can be easily remedied through the expenditure of about $80,000 for the erection of another story on what is known as the restaurant building. I have already submitted a request that this amount be appropriated at the next session of Congress.

I have further requested that appropriations be made as follows: (a) Seventy thousand dollars for a new story on easterly wing of main building to accommodate the statistical division, the ground floor space now occupied by it to be turned over to the medical division; (*b*) $40,000 for the renovation of the interior of the old hospital on No. 2 island, which has had hard usage at the hands of immigrants, many of them with filthy habits, for a period of 11 years. It is not now in use, for its present interior fittings would be condemned by the New York Board of Health. Here again Congress refused last year to appropriate money for these repairs, although experts appeared before the Appropriations Committee and explained the necessity therefor. The other two hospitals on No. 2 island are in perfect condition and models of what an immigrant hospital should be; (*c*) $60,000 for a fireproof covered way between the two hospital islands so that sick immigrants may be taken from one to the other in all kinds of weather; (*d*) sundry sums aggregating $93,000 for improvements at the contagious-disease hospital, such as installation of a garbage crematory and a proper disinfecting plant, inclosing corridors in glass, and enlarging the kitchen; (*e*) $125,000 for a second ferryboat; and (*f*) $25,000 for dredging.

THE OFFICIAL FORCE.

The Ellis Island officials, exclusive of the surgeons and others attached to the Marine-Hospital Service, now number 523. As a body they are conscientious, intelligent, and industrious; also they are very patient, often under rather trying circumstances. Those occupying the grade of immigrant inspector have an unusually difficult task to perform, for they are constantly called upon to work rapidly and yet to exercise sound judgment in applying indefinite tests to human beings. They must hold for special inquiry all who are not "clearly and beyond a doubt entitled to land," i. e., who may belong to any of the excluded classes, and there is no set formula to aid them. Those serving on boards of special inquiry must, amongst other things, determine who are likely to become public charges and who are suffering from physical defects which may affect their ability to earn a living. The magnitude and difficulty of the work of these boards are often overlooked by those who find fault with the decisions in isolated cases. Last year they decided 70,829 cases, rendering admitting decisions in a great majority of them but excluding from admission a great deal of the riffraff and scum which is constantly seeking to enter. To form an intelligent opinion of their work it must be considered as a whole, and when so considered it will be found to compare favorably with that of other similar bodies, whether executive or judicial.

It is not their function to hold judicial trials, but executive hearings, this fact and the wide distinction between the two having been recently pointed out by Judge Lacombe in the case of Buccino *v.* Williams. Their errors are probably no more serious or numerous than those committed by magistrates or trial judges, and an investigation would show that most of them are on the side of leniency. A favorite charge made by hostile critics is that their excluding decisions are frequently overruled on appeal to Washington. If account is taken, as it should be, of all of their decisions, both those of admission and exclusion, it will be found that the proportion in which they are overruled is very small indeed. But to return to the reversal of some of their excluding decisions on appeal. The discretion which it is appropriate for the boards to exercise is less than that of the commissioner, and his in turn is less than that of his superiors in Washington. Boards are not called upon to "take chances," and if admission is to occur through mercy shown in cases close to the line it is proper that this be done by the highest authorities. In practice the department sees fit to admit in many cases in which it would be highly improper for boards to admit in the first instance. Reversal of their decisions on appeal occurs usually upon the recommendation of the commissioner or assistant commissioner, who are familiar with the papers on appeal, and yet the occasions on which these officials have felt that the boards should have taken the responsibility of admitting instead of excluding are relatively few. It follows that a reversal of a board's decision on appeal does not necessarily show that the board erred in the sense that a trial judge errs when he is reversed by an appellate court. We should and do make unceasing effort to improve the character of board work, and we need as many good board members as we can get, but

nothing is gained by subjecting it to unfair criticism or seeking to test it by standards of perfection which are not applied to other work of a similar character.

FEEBLE-MINDEDNESS IN CERTAIN IMMIGRANTS.

In my last annual report I dwelt at some length on the important legislation of 1907, which added to the excluded classes all persons suffering from any physical or mental defect which may affect their ability to earn a living, pointing out that this was wise, progressive legislation, but often difficult to execute under existing conditions. I am of the opinion that means should be found to give full effect to this excellent provision of law, which may be made to mean so much to the welfare of our country. I desire to add a few words on the subject of "feeble-minded" immigrants. Our attention is from time to time called to the number of feeble-minded alien children in the public schools of New York, many of whom have passed through Ellis Island. One reason why some are not excluded is, as pointed out in my last annual report, lack of time and facilities for thorough examination as to mental condition. Another is that while idiocy and imbecility can usually be recognized even in infancy, yet feeble-mindedness can rarely be discovered so early, and is usually recognized only as the child approaches the school age.

As to children under 5—and a great many such alien children come here—it is probably correct to say that nothing short of an inquiry into their heredity will enable the Government to determine whether or not they are feeble-minded, and since no such inquiry is now made the law as to the exclusion of young feeble-minded children is virtually a dead letter and the Ellis Island authorities have not the means at their command to vitalize it. Not only is a feeble-minded person likely to become a charge upon the community but such an individual may leave feeble-minded descendants and so start a vicious strain that will lead to misery and loss in future generations and influence unfavorably the characters and lives of hundreds of persons. A great majority of feeble-minded children are born of parents who have suffered from feeble-mindedness, insanity, or epilepsy. A large proportion of the inmates of the Elmira reformatories are feeble-minded. The feeble-minded contribute largely to the criminal class and are often the cause of incendiary fires. At a time when the subject of feeble-mindedness is becoming more and more important in civilized countries and the nature and bearings of this taint are being carefully studied by scientists the Government would seem called upon to make far greater efforts than it does to prevent the landing of feeble-minded immigrants.

"SEPARATION OF FAMILIES."

In the administration of any law which calls for the application of drastic remedies the blame for the ensuing hardship is quite often placed where it does not belong, namely on the executive authorities, and it would be too much to expect that executive authorities called upon to apply such unpleasant remedies as deportation would escape their share of such unmerited censure. It is quite impossible to deal

exhaustively with this subject here and I shall confine myself to saying a few words on one phase of hardship which is often spoken of as "separation of families," a phrase which has come to be used against the Government without regard to the facts. For instance, in almost all cases to which it is pretended that it applies the "separation" was voluntary and occurred in Europe. Frequently, in addition, it was to enable the well members to secure a footing in this country and later plead for the admission of diseased members on the ground that the family should be together. When in such cases we deny landing to diseased members we are merely preventing the union of the family in this country in violation of law; we are not standing in the way of its becoming reunited elsewhere. Of course even this action causes misery, but it is misery for which the executive officials are no more responsible than they are for that which exists in abundance in every large city of the United States.

The case of the Wulfovich family is a typical instance in which we prevented union here, because it could not occur except in violation of law. A mother arrived recently from Russia with four young children, each of whom was suffering from a loathsome disease found by three of our surgeons to be "not easily curable." The father had preceded them. Under the law we were obliged to deport the children, and the mother was sent back because the children required her care. Of course, the case was a sad one, but the responsibility rested elsewhere than upon the immigration authorities. Yet a Member of Congress recently took this office to task for doing in this case its plain duty under the law, though there was no word of condemnation for the transportation company which for the sake of the passage money received these diseased children on board. (See record of hearings before the Rules Committee, hereinafter more fully referred to, pp. 89, 108.) I have cited this case because it illustrates another difficulty with which the immigration authorities have to contend; the readiness of some persons in authority to see the law set aside in particular cases in which they may be interested and to look to executive officers for relief which the lawmakers alone can give, but which they do not care to ask the lawmakers to give.

I cite a few more instances commonly referred to as "separations of families," but where in fact we merely prevented the union of members of a family here in violation of law.

Carroll Dworczek, an Austrian of 38, arrived in March, 1911, suffering from a large goiter, jaundice, and flat feet, which defects were found to affect his ability to earn a living. His wife had preceded him, leaving three young children abroad, who had for some time been supported by other relatives. We did not think that the mere presence of his wife here furnished a reason why this ineligible immigrant should be admitted, and he was deported. Had he been admitted it is likely that his three children, whom he was unable to support abroad, would later have applied for admission and if admitted become public charges.

Schmuel Grossman, a Russian of 66, arrived in December, 1910, and was found to be senile and suffering from a bad case of psoriasis, a chronic skin disease. He was a tailor, came without money, and desired to join his wife, from whom he had been separated for nine years. When asked why he did not come earlier he said, "My wife

did not want me." He was returned to his sister, with whom he had been living.

Angela Esposito, an Italian of 26, arrived in May, 1911, with her 3-year-old idiot son. Her husband lived in New Haven, and she wanted to join him, but the child was ineligible to land, and we thought he required his mother's care and attention and so sent her back with him, though she was willing to be separated from him.

Sure Ross, a Hebrew woman of 40, arrived March 28, 1911, by the steamship *Amerika* with three children, one of them, Mirel, aged 11, an imbecile, whose condition was so apparent that the steamship company was fined $100 for bringing the child. She had to go back under the law. Here, again, the mother was willing to desert her afflicted child, and, as there were other children already here, and Mirel was no longer of tender years, she was sent back with an attendant, and the mother landed.

A number of similar cases were recently cited to the House Rules Committee, and will be found at pages 72 to 75 of the record of hearings before that committee. Thoughtful persons will at once appreciate the ignorance or malice displayed by those who in such cases charge the immigration authorities with improperly "separating families." There is little or no danger that the Government will ever do this. On the other hand, there is real danger of its attaching too much importance to offers of relatives here to assist the immigrant, and of admitting questionable cases on grounds of sympathy. Our records contain many instances in which the Government has thus erred on the side of leniency, often as a result of deceit practiced upon it, and some of these instances are cited at pages 57, 75, and 76 of the report just referred to. The immigration authorities have no misgivings as to the hardship of deportation, but apart from the fact that the law imposes it in certain cases, it should be remembered that there are in Europe thousands of diseased relatives of resident aliens of the United States whom a correct execution of the law deters from attempting to come here. There would be less occasion to exclude and deport such relatives if Congress were to make it worth the while of all of the steamship companies to inspect abroad still more carefully than many of them now do intending immigrants in respect of physical and mental defects. Experience has shown that fines alone will reach some of the steamship owners and agents who reside abroad and who there receive these people. This was proved by the law of 1903, which empowered the department to impose an administrative fine of $100 (payable before clearance papers are granted) when cases of loathsome or dangerous contagious disease or when imbeciles or idiots are brought here. This law resulted immediately in reducing the number of such cases taken on board. Last year, however, it was still necessary to levy such fines in the amount of $14,800, which goes to show that the fine is too low. It should be increased to $200. It should be possible also to impose it where insane immigrants are brought here. The statutes have omitted to provide for a fine in such cases. It should be further possible to impose an administrative fine of $25 or $50 where immigrants are brought here with physical or mental defects (other than those referred to) which will obviously affect their ability to earn a living.

ADMINISTRATIVE CHANGES REQUIRED IN THE LAW.

There are yet other changes which should be made in the machinery of the law to facilitate and render more effective the administration of the present immigration statutes. Most of them appear in the draft of a proposed new law attached to the commissioner general's report of 1911, and I urge that Congress adopt them. I emphasized several in my last annual report. I will merely say here that our machinery for detecting alien criminals is entirely inadequate and that many such are entering the country every year; also that the law regarding seamen is in such condition as to permit of the ships's articles being used by unscrupulous persons as a means of evading the immigration law and introducing into the country aliens ineligible thereunder. Officers of the Hellenic Transatlantic Steam Navigation Co. were recently found engaged in thus landing diseased Greeks, but they went about their work in so crude a manner and the evidence was so strong that it was possible to punish them under existing law. Fifteen of them were sent to jail, and $41,920 were collected through fines or forfeiture of bail. The former agent of this line is to-day serving a year's sentence in Atlanta prison for his participation in these offenses. The attention of Congress has already been called many times to the necessity for a proper law governing the admission of alien seamen into the United States, and last winter the House Immigration Committee, at the instance of the immigration authorities, reported favorably a bill on this subject, but it has not become a law.

MISSIONARIES AND IMMIGRANT AID SOCIETIES.

In my last two annual reports I wrote at some length concerning abuses perpetrated by persons and organizations pretending to be what they were not, and stated that it was "difficult to find words adequately to express the contempt one must have for persons who would knowingly do such things or allow them to be done." I further pointed out and now repeat that there are at Ellis Island a number of societies "which are conducted in a model way" and of missionaries "whose work is disinterested and excellent." It is unnecessary to add that the Government appreciates highly such work and does whatever it can in reason to further its purposes.

I did not suppose that it would again be necessary to call an Ellis Island missionary to account, but, unfortunately, I was mistaken. Young immigrant servant girls, who arrive without relatives, are frequently turned over to missionaries conducting proper homes, with the understanding that situations shall be promptly found for them where they will be surrounded by good influences. The services of such girls are usually in great demand and the homes receive many applications for them. The missionary here in question was, upon investigation found to have detained such girls at his home an unnecessary length of time, charging them for board and lodging at rates in excess of $1 a day, and placing them eventually, at their own expense, through an employment agency with persons concerning whom he knew nothing, and he was further found to have made false oral and written reports to the Government concerning all of these matters, including the amount of revenue obtained from these

sources. After giving him a full hearing, we determined that his presence at Ellis Island was detrimental to the best interests of the immigrants and that it tended to bring into disrepute missionary work in general. We therefore withdrew his privileges.

HOUSE RESOLUTION NO. 166 TO INVESTIGATE ELLIS ISLAND.

The introduction of this resolution was accompanied with statements condemning in unmeasured terms the administration at Ellis Island on grounds, amongst others, of "cruelty to helpless and unprotected immigrants" and "arbitrary and unnecessarily harsh methods," including improper separation of families (a topic already dealt with in this report). On May 29 a hearing was had at which there appeared some 12 witnesses in support of the resolution, including Mr. Schweppendick, an editor of the Morgen Journal, described by him as "Mr. Hearst's German newspaper" (record of hearings, p. 126); Mr. A. W. Levy, representing the Federation of Jewish Organizations of New York; Messrs. Hoffman, Stahl, Koelble, and Propping, representing certain German-American societies; Mr. Karl Hauser, representing "old American citizenship"; Mr. Joseph Barondess and two Congressmen from New York City. This office was afforded an opportunity to reply on July 10 and 11. Every specific complaint (of which there were but few) was then met and shown of record to be without foundation or based on a false or misleading statement of facts. (See, for instance, ib., pp. 58, 59, 76–79, 84–94, and 178–179).

As illustrating the carelessness with which complaints were made, the Schenker case may be cited where we were charged with improperly deporting a woman and her three young children; but the Rules Committee was not informed that her husband had deserted her and that one of her children was an imbecile. (Ib., p. 58.) The improper use made before the committee of certain court decisions is dealt with separately in the next section of this report. With such general statements as that of the Trenton editor who said that an immigrant at Ellis Island "goes through hell—that is the only expression I know of" (ib., p. 15), it seemed best to deal by explaining to the committee how the work of Ellis Island is really conducted, the care and patience with which cases are heard (many of them presenting questions of great difficulty), the kindly treatment immigrants receive, and the clean condition in which their quarters are kept, notwithstanding so many of them bring filth with them; also how vigilant the authorities must be to guard against the fraudulent schemes and devices through which it is often sought to introduced immigrants in violation of law.

The charges and complaints were based principally on newspaper articles published in certain German newspapers of the city of New York which for some time past have made it their business to misrepresent and misconstrue the action of the authorities in their difficult and delicate task of administering the law at Ellis Island. The unreliability of these articles was pointed out to the committee through reference to a number of specific cases concerning which false and sensational reports had been recently published. (Ib., pp. 84–94.) It was also shown that one of these newspapers had been doing the same thing for two years prior to 1904, in which year its

"stories" were publicly branded as false. (Ib., p. 87.) They are still displaying the same kind of "enterprise"; witness, for instance, the recent reports that two immigrants named, Stoltemberg and Oser, were deported for stuttering, the facts being that one was feeble-minded and the other suffering from an organic disease of the spinal cord.

It is, perhaps, not surprising that the Congressman who introduced the resolution should have been misled by these newspaper articles upon which the record shows that he placed great reliance, and at the end of the second hearing he appeared before the committee, and, in effect, withdrew his charges of maladministration, explaining that Ellis Island required larger appropriations for improvements and a larger force of employees (ib., pp. 156, 157), matters to which this office has frequently directed attention. Although the resolution was introduced in May, yet Congress adjourned without its adoption by the committee, and at the time of this writing (October) it is not known what will be done with it. Meanwhile this office is prepared, as it has repeatedly informed the Rules Committee, both orally and in writing, to submit to the most searching investigation, and will welcome any that will assist it in its efforts correctly and effectively to execute the law. It is glad also at any time to meet any criticism that is specific and made in good faith with a view to the improvement of the service.

COURT DECISIONS IN THE RAFILOWICH AND BOSNY CASES.

In advocating the passage of the resolution referred to various branches of the German-American Alliance, located in many cities of the United States, commented on these decisions as follows:

> We regard the recent decisions and opinions of the United States district judges in reversing the commissioner's ruling and impeaching his interpretation of the immigration act as evidence of the intolerant and narrow spirit in which the commissioner views the immigration problem.

These false comments appear to have originated in New York City, to have been sent broadcast throughout the country, and to have been adopted by a number of persons who were entirely ignorant of the true purport of the decisions and of the fact that they related the one to an alien prostitute, the other to a man and his wife who lived in New York City on the proceeds of the prostitution of others and were thus engaged in a class of "white slavery," the wife in addition being herself a prostitute. These three aliens having secured admission in violation of law, the department arrested them and ordered them deported.

The Rafilowich case concerned a clever alien public prostitute who had been residing in the United States and Canada for seven years and understood English. She was arrested at Buffalo and ordered deported before she was brought to Ellis Island. While awaiting deportation here her attorney raised some question as to the evidence, and to avoid even the remote possibility of error an Ellis Island inspector was, by order of the department, sent to Buffalo to make further investigation. Thereafter the evidence was again carefully reviewed and the case against the girl found to be clearly established. It may be mentioned, incidentally, that she had frequently perjured herself, as where she said, "I do not know where Canada is," imme-

diately afterwards admitting that she had worked in Toronto; and where she denied that she was a prostitute, adding shortly thereafter of her own accord:

> If you will release me now, I swear by everything that is holy that I will never support myself by prostitution again.

Deportation having been again duly ordered, a writ of habeas corpus was then sued out and came on for a hearing before Judge Holt, who, in the course of his opinion, said:

> In my opinion the entire system under the immigration acts for the investigation of charges against aliens who have been admitted into and have resided for some time in this country is entirely inadequate as a means of ascertaining the truth and preventing injustice, but so long as that system is followed in the proceedings taken the courts under the authorities have no jurisdiction to interfere.

This criticism relates to an act of Congress and does not in the least concern the Ellis Island office. Judge Holt seems to be impatient at the power Congress has seen fit to confer upon the executive authorities rather than upon the courts. His views as to the efficiency of the system to ascertain the truth are contrary to those of the executive authorities who, to say the least, have experience in these cases and who deport annually over 2,000 persons found in the country in violation of law without any error being called to their attention; nor do his views appear to be shared by the Supreme Court, which has described the executive hearing to be given an alien arrested under this act in these words:

> It is not necessarily an opportunity upon a regular set occasion and according to the form of judicial procedure, but one that will secure the prompt, vigorous action contemplated by Congress and at the same time be appropriate to the nature of the case upon which such officers are required to act. (Japanese immigrant case, 189 U. S., p. 86.)

Judge Holt, while conceding that he was without jurisdiction, nevertheless criticized also the methods adopted in the conduct of some of the examinations at Buffalo, and he also said that upon the record "it is impossible to say whether the woman was guilty or not," although the executive authorities who were alone competent to decide the case, had found for deportation. Out of deference to the views of the court, though in no way bound by them, the department before deporting this girl again reviewed the whole case and carefully questioned each inspector concerned in taking the evidence, only to be more fully convinced than before that she was subject to deportation and that the hearing had been conducted within the rules laid down by the Supreme Court. She was thereafter deported, and the correctness of this executive action has not been further questioned.

The Bosny case concerned an alien man and his wife, whose actions were so notorious that the police department of New York City twice requested their deportation. Both were engaged in the unlawful and detestable business of receiving the proceeds of prostitution of others, and the Government has in its possession the books showing exactly how such proceeds were divided. In Belgium this couple had been supporting themselves in the same way. In addition, the woman was herself a prostitute. Our law says that such aliens shall not remain in the country, and, after a hearing, the department ordered their deportation. But they were released by Judge Holt upon a writ of

habeas corpus. In his opinion he criticizes at length the procedure which the department, after careful consideration and much experience, has lawfully adopted in such cases with the sole object of securing, in the language of the Supreme Court, "the prompt, vigorous action contemplated by Congress," but states that the sole question in the case was whether a certain inspector had "prevented these aliens by undue influence and by intimidation from retaining counsel." The court concluded that he had, and released them. The department, however, being still satisfied that they were here in flagrant violation of law, soon thereafter rearrested and deported them to Belgium on proof which was overwhelming. The propriety of this action is not known to have been questioned except by the same German newspaper which supported the charges of cruelty to immigrants and arbitrary methods hereinbefore discussed. This office, as well as the Washington authorities, were of course very much interested to know whether any official had "intimidated" this shrewd, calculating woman, who with her husband had been living in New York for several years off the vice of others and who concededly had been duly advised of her right to counsel and stated that she desired none. The court found this couple to be "aliens in humble circumstances, who knew nothing of American law or of the practice in deportation cases," but as to these and other questions of fact, including the actions of the inspector, the immigration authorities were, after most careful investigation, unable to agree with the court, as is more fully shown in a separate memorandum on file, and the inspector remains in the service.

Thus neither of these court decisions supports in any way the proposition for which they have been cited, and it is to be supposed that the members of the organizations which have expressed false views as to their meaning did so in ignorance of the facts.

IMMIGRATION IN GENERAL.

There are many who do not appreciate the fact that the law excludes only manifestly objectionable classes of immigrants such as idiots, imbeciles, the insane, paupers, persons likely to become a public charge, persons with loathsome or dangerous contagious diseases, persons whose physical or mental defects prevent them from earning a living, criminals, procurers, prostitutes, so that even under a strict execution of the law we can only keep out persons whose presence would be detrimental to any community. Between these on the one hand, and the class of immigrants on the other hand, who are a real benefit to the country, as so large a number are, there are many who, though able to earn a living, can not in any sense be termed desirable. They are nevertheless admissible under the low requirements of existing law, which makes no provision whatever for selecting desirable immigrants, though there are many reasons why, following the example of at least one other country, we should take early steps to do this.

The new immigration, unlike that of the earlier years, proceeds in part from the poorer elements of the countries of southern and eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of as-

similating with our people as did the early immigrants. Many of those coming from these sources have very low standards of living, possess filthy habits, and are of an ignorance which passes belief. Tyes of the classes referred to representing various alien races and nationalities may be observed in some of the tenement districts of Elizabeth, Orchard, Rivington, and East Houston Streets, New York City. Such immigrants differ also widely from the earlier ones in respect of their occupations and the localities to which they go. Contrary to what was formerly the case a large proportion are unskilled laborers who go to the manufacturing and mining centers where the Immigration Commission recently found that there existed an oversupply of unskilled foreign labor. Over three-fifths remain in five Eastern States, while an undue proportion are pouring into the congested areas of our large cities, where they begin their American life amongst unfavorable surroundings, and exposed to many evil influences. They often herd together, forming in effect foreign colonies in which the English language is almost unknown. Miserable economic and sanitary conditions exist in many of these colonies; witness, for instance, in New York City the frequency with which the State factory inspectors are compelled to attach the red "unclean" tag to articles made in shops and factories where aliens are employed, the threatened use of this tag constituting often the best means at their disposal of compelling the maintenance of even a semblance of cleanliness in such places.

Repeatedly the new immigrant obtains his job at the expense of an older employee, who loses his. Certain employers seek new immigrant labor in preference to other and more efficient labor, of which there may be an abundance, because of the willingness of the new immigrants (or "greenies," as they are termed) to work at the outset unduly long hours or at unduly low wages, or both, and perhaps also to pay the foreman or padrone a bonus. Later, as they become more proficient and demand higher wages, they are discharged and their places filled with immigrants who have arrived more recently. Experiences of this sort are frequent amongst immigrant tailors, cap makers, carpenters, painters, bakers, and others. These are matters which have a direct bearing upon the unsanitary conditions that surround the work and lives of so many immigrants of certain classes, especially in the large cities.

Many now come without the intention of settling and send back to Europe annually millions earned here. It is true they give value for what they receive, but the immigrant who in addition remains to help build up the country permanently and invests his savings here is a better type. A large proportion of the insane in the States of New York and Massachusetts are of foreign birth, and in New York City and elsewhere the foreign element is a heavy burden upon the public charities institutions as well as upon many private institutions. In view of the trend of immigration toward the cities, these burdens are more likely to increase than diminish unless our laws are made more stringent in relation both to original admission and to deportation of those who prove to be unfit within a given period after landing.

In the estimation of most impartial observers a certain minority of the new immigration is undesirable from the point of view of the

interests of the United States, and this question can not properly be considered from any other point of view. The real issue to-day is whether or not means should be found to keep out this undesirable minority; yet this issue is often successfully confused by interested persons who seek to make it appear that those who merely advocate further reasonable restrictions are exclusionists and hostile to immigration as a whole. The desirable immigrant will always be welcome, and one of the best ways to secure him is to take stringent measures to keep out those who are undesirable. That enormous benefits have accrued to this country through immigration is a fact which requires no emphasis and which none deny whose views are entitled to any weight, but this is irrelevant upon the point whether to-day we should not curtail somewhat that portion of the immigration which is undesirable. Those opposing all further restriction will usually be found doing so in the interest not of the United States or of immigration in general, but of some particular class. It is well for the American people to realize that there are agencies at work to introduce some immigrants for mercenary or humanitarian reasons regardless of whether or not the best interests of the United States demand their presence here. If this country is to open its doors to certain classes of unfortunates, it is difficult to see why we should not do so as to the unfortunates of the world, including those amongst the Africans and Hindoos. The very suggestion of any such course answers itself. The time has come when it is necessary to put aside false sentimentality in dealing with the question of immigration and to give more consideration to its racial and economic aspects and, in determining what additional immigrants we shall receive, to remember that our first duty is to our own country.

Respectfully,

WILLIAM WILLIAMS, *Commissioner.*

O

Department of Commerce and Labor
IMMIGRATION SERVICE

18339

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

August 14, 1911.

Commissioner-General of Immigration,
Washington, D. C.

294
8

Sir:

I transmit herewith annual report submitted by the Chief Medical Officer at this Station covering the fiscal year ended June 30, 1911. Commissioner Williams will submit his annual report upon his return to Ellis Island.

Respectfully,

Byron H. Uhl
Acting Commissioner.

EMP
Encl. 4095

FORMALLY ACKNOWLEDGED

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

53294/8 October 19, 1911.

Commissioner of Immigration,
Ellis Island, N. Y. H.

Sir:

I would be glad if you could forward your report for the last fiscal year, in duplicate, at an early date. The part of it which you have already forwarded has been read with interest and I believe can be incorporated in the Bureau's report without change or the elimination of any of its contents. I am trying now to get my report ready for the printers as rapidly as possible.

Respectfully,

(Signed) Danl. J. Keefe.

AWP-H Commissioner-General.

62D CONGRESS, 2D SESSION.

H. R. 19544.

IN THE HOUSE OF REPRESENTATIVES.

FEBRUARY 6, 1912.

Mr. KINDRED introduced the following bill; which was referred to the Committee on Immigration and Naturalization and ordered to be printed.

A BILL

To amend section nine of the immigration Act approved February twentieth, nineteen hundred and seven.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section nine of the immigration Act approved February twentieth, nineteen hundred and seven, be amended as follows:

After the word "epileptics," insert the words "insane persons," so that section nine shall read as follows:

"SEC. 9. That it shall be unlawful for any person, including any transportation company other than railway lines entering the United States from foreign contiguous territory, or the owner, master, agent, or consignee of any vessel to bring to the United States any alien subject to any of the following disabilities: Idiots, imbeciles, epileptics, insane

persons, or persons afflicted with tuberculosis or with a loathsome or dangerous contagious disease, and if it shall appear to the satisfaction of the Secretary of Commerce and Labor that any alien so brought to the United States was afflicted with any of the said diseases or disabilities at the time of foreign embarkation and that the existence of such disease or disability might have been detected by means of a competent medical examination at such time, such person or transportation company, or the master, agent, owner, or consignee of any such vessel shall pay to the collector of customs of the customs district in which the port of arrival is located the sum of two hundred dollars for each and every violation of the provisions of this section; and no vessel shall be granted clearance papers pending the determination of the question of the liability to the payment of such fine, and in the event such fine is imposed, while it remains unpaid, nor shall such fine be remitted or refunded: *Provided*, That clearance may be granted prior to the determination of such questions upon the deposit of a sum sufficient to cover such fine and costs, such sum to be named by the Secretary of Commerce and Labor."

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

53294/8 October 18, 1911.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Sir:

In reply to your letter of the 14th instant (98524/33), I have to state that your oral discussion regarding the provisions of section 26 of the proposed new immigration act had not been overlooked. Inclosed find copy of the new draft thereof made several months ago, and which I think meets your views now repeated in the above acknowledged letter.

For your convenience in considering any further changes, I transmit herewith two copies of the bill and explanatory memorandum as they appeared in last year's report, printed on only one side of the paper. The provisions which relate, either directly or indirectly, to alien seamen have been so changed as to conform as nearly as possible to the text of the seamen's bill introduced at the last session. If you think advisable, I will gladly send you the manuscript showing the several changes which are being incorporated this year; but as I have only one copy, do not wish to part with it unless necessary.

Respectfully,

AMT-H Inc. No. 2472. Commissioner-General.

Department of Commerce and Labor
IMMIGRATION SERVICE

98523/182

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

ANNUAL REPORT

October 10, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

I submit herewith my annual report with reference to Ellis Island affairs for the year ended June 30, 1911. During this period 749,642 aliens were inspected under the immigration law at the port of New York. Of these 605,384 were promptly admitted on first inspection, the remainder being detained for various causes, about one-half of them for what is known as "special inquiry". Deportations from Ellis Island during the last fiscal year numbered about 14,500, of which about 1,500 related to aliens who after entry had been found to be here in violation of law. In some months the exclusions were three per cent of the arrivals and such a percentage indicates carelessness on the part of steamship agents abroad in accepting immigrants as passengers. But deportation figures alone do not furnish a complete index of the work of this office in preventing ineligible immigrants from entering the United States. It is far more important to know that every effort is made to maintain a correct and efficient standard of inspection, which fact becomes known abroad and deters many immigrants

who could not secure admission from starting on their journey only to encounter the hardships of deportation.

ADDITIONS AND IMPROVEMENTS TO PLANT.

Many of these have been made during the last twelve months affecting more particularly the main building which has thus been rendered much more appropriate than it was for the work therein carried on.

1. A fine new story has been erected on the west wing of the main building through a special appropriation granted in 1910, so that we now have adequate day quarters for those held for special inquiry as well as a fine room for the large corps of stenographers serving on boards of special inquiry. Through a simple readjustment of space on the main floor there now exist eight appropriate board rooms and two additional witness rooms. Special inquiry business in all its branches is now transacted in quarters which are adequate, and thus one of the serious defects of the building to which two years ago I directed attention has been completely remedied.

2. The Information Office, to which thousands come every year from New York City and elsewhere to inquire concerning immigrants, has been quadrupled in size by throw-

ing a number of small rooms into one. The present area is adequate, has been tiled and wainscoted, and presents an attractive appearance.

3. The medical offices have been moved from the main floor to the floor below in the east wing of the main building. The new quarters are larger and more sanitary than the old ones for they are tiled and wainscoted, and immigrants who must be sent to hospital are no longer required to climb any stairs. But though larger, yet they are still inadequate for a proper execution of the law relating to the detection of the physically and mentally defectives. Congress failed last year to appropriate the amount requested for this purpose and we have done the best we could out of our general allotment.

4. The removal of the medical offices from the main floor left the whole of the latter available for the inspection of immigrants. The old stairway which created a large opening in the middle of this floor and failed to land the immigrants at the proper point has been eliminated and a new one constructed beneath the gallery. The capacity of the main floor for inspection purposes is now double what it was in the past.

5. A new stairway has been constructed from the

Information Office to the immigrants' dining-room thereby reducing the distance between these two points to one-fifth of what it formerly was. The saving in time and effort thereby effected will be appreciated when it is remembered that several hundred immigrants use this stairway three times a day in both directions, as well as numerous friends of detained immigrants who may see the latter only in the "interview corridor" up-stairs.

6. The wooden barracks on the north side of the island together with much debris have been removed and the ground graded and seeded in grass. This portion of the island no longer presents an unsightly appearance.

7. The new contagious disease hospitals were opened for use at the end of last June.

RECOMMENDATIONS FOR ADDITIONAL SPACE AND IMPROVEMENTS.

While the special inquiry day detention quarters have now been rendered entirely adequate, yet this is not the case with some of the other detention quarters, particularly those on the upper floor of what is known as the new baggage and dormitory building, in most respects an excellent one constructed under the previous administration. The law requires all immigrants who are not "clearly and

beyond a doubt entitled to land" to be held, and during months when 75,000 to 100,000 arrive, many of an inferior class, it will readily be seen how we may come to have a large number of night guests. Frequently there are as many as 1,800 or 2,000, and yet there are on Ellis Island not over 1,800 beds, almost all in tiers of three each. In the largest men's dormitory the beds number 432 and the width of the passage-way between each line of tiers is only two feet. When all of the beds are occupied, as frequently they are, the congestion in this room is very great, and since it has only an easterly expesure the temperature on summer nights may be 100°. In addition the ventilation is very imperfect. Unfortunately it is necessary to use it also as a day room, though being encumbered with beds it is obviously inappropriate for this purpose. It is often necessary to detain occupants of this room a week, especially those who are excluded, since the lines bringing them usually send out their steamers only once a week. The conditions in the other large dormitories are not unlike those just described. It is also to be remembered that the habits of some immigrants are cleanly, of others filthy. The two kinds object seriously to detention in the same room and those of cleanly habits

often say unpleasant things of the others, yet we are unable for lack of space to separate them, as they should be separated.

I recommend that an adequate number of well ventilated dormitories be created with beds in tiers of two instead of three and that separate day rooms be installed. In my request for appropriations already submitted I have pointed out a simple means of doing this through the erection on the dormitory building at an expense of about $375,000 of a new story with out-of-door porches or verandas for each floor on the northerly side. There is no reason why this story should not in its way prove as advantageous as the new story erected last year on the west wing of the main building. The responsibility for the continuance of the bad conditions described in the dormitories must rest with Congress. The executive authorities cannot remedy them until Congress furnishes the means.

Our quarters for the care of cabin passengers are just as inadequate and inappropriate as when I last wrote on this subject. Since that time I appeared before the Appropriations Committee with technical experts and urged the creation of proper quarters for this purpose and it

was explained why it was often necessary to detain for special inquiry considerable numbers of those travelling as cabin passengers. Congress failed to act and such passengers are still usually detained in quarters similar to those furnished steerage immigrants with (as I said last year) "resulting unpleasant but often just criticism". The condition complained of can be easily remedied through the expenditure of about $80,000 for the erection of another story on what is known as the restaurant building. I have already submitted a request that this amount be appropriated at the next session of Congress.

I have further requested that appropriations be made as follows: (a) $70,000 for a new story on easterly wing of main building to accommodate the statistical division, the ground floor space now occupied by it to be turned over to the medical division; (b) $40,000 for the renovation of the interior of the old hospital on No. 2 island, which has had hard usage at the hands of immigrants, many of them with filthy habits, for a period of eleven years. It is not now in use, for its present interior fittings would be condemned by the New York Board of Health. Here again Congress refused last year to appropriate money for these repairs, although experts appeared before the Appropriations

Committee and explained the necessity therefor. The two other hospitals on No. 2 island are in perfect condition and models of what an immigrant hospital should be; (c) $60,000 for a fire-proof covered way between the two hospital islands so that sick immigrants may be taken from one to the other in all kinds of weather; (d) sundry sums aggregating $93,000 for improvements at the contagious disease hospital, such as installation of a garbage crematory and a proper disinfecting plant, inclosing corridors in glass and enlarging the kitchen; (e) $125,000 for a second ferryboat; and (f) $25,000 for dredging.

THE OFFICIAL FORCE.

The Ellis Island officials, exclusive of the surgeons and others attached to the Marine Hospital Service, now number 523. As a body they are conscientious, intelligent and industrious, also they are very patient, often under rather trying circumstances. Those occupying the grade of immigrant inspector have an unusually difficult task to perform for they are constantly called upon to work rapidly and yet to exercise sound judgment in applying indefinite tests to human beings. They must hold for special inquiry all who are not "clearly and beyond a doubt entitled to

land", i. e. who may belong to any of the excluded classes, and there is no set formula to aid them. Those serving on boards of special inquiry must, amongst other things, determine who are likely to become public charges and who are suffering from physical defects which may affect their ability to earn a living. The magnitude and difficulty of the work of these boards are often overlooked by those who find fault with the decisions in isolated cases. Last year they decided 70,829 cases, rendering admitting decisions in a great majority of them but excluding from admission a great deal of the riff-raff and scum which is constantly seeking to enter. To form an intelligent opinion of their work it must be considered as a whole and when so considered it will be found to compare favorably with that of other similar bodies, whether executive or judicial. It is not their function to hold judicial trials but executive hearings. Their errors are probably no more serious or numerous than those committed by magistrates or trial judges and an investigation would show that most of them are on the side of leniency. A favorite charge made by hostile critics is that their excluding decisions are frequently overruled on appeal. If account is taken, as it should be, of all of their decisions, both those of

admission and exclusion, it will be found that the proportion in which they are overruled is very small indeed. But to return to the reversal of some of their excluding decisions on appeal. The discretion which it is appropriate for the boards to exercise is less than that of the Commissioner, and his in turn is less than that of his superiors in Washington. Boards are not called upon to "take chances" and if admission is to occur through mercy shown in cases close to the line it is proper that this be done by the highest authorities. In practice the department sees fit to admit in many cases in which it would be highly improper for boards to admit in the first instance. Reversal of their decisions on appeal occurs usually upon the recommendation of the Commissioner or Assistant Commissioner, who are familiar with the papers on appeal, and yet the occasions on which these officials have felt that the boards should have taken the responsibility of admitting instead of excluding are relatively few. It follows that a reversal of a board's decision on appeal does not necessarily show that the board erred in the sense that a trial judge errs when he is reversed by an appellate court. We should, and do, make unceasing effort to improve the character of board work and we need as many good board members as we can get,

but nothing is gained by subjecting it to unfair criticism or seeking to test it by standards of perfection which are not applied to other work of a similar character.

FEEBLE-MINDEDNESS IN CERTAIN IMMIGRANTS.

In my last annual report I dwelt at some length on the important legislation of 1907 which added to the excluded classes all persons suffering from any physical or mental defect which may affect their ability to earn a living, pointing out that this was wise, progressive legislation, but often difficult to execute under existing conditions. I am of the opinion that means should be found to give full effect to this excellent provision of law, which may be made to mean so much to the welfare of our country. I desire to add a few words on the subject of "feebleminded" immigrants. Our attention is from time to time called to the large proportion of feebleminded alien children in the public schools of New York, many of whom have passed through Ellis Island. One reason why they are not excluded is, as pointed out in my last annual report, lack of time and facilities for thorough examination as to mental condition. Another is that while idiocy and imbecility can usually be recognized even in infancy, yet

feeblemindedness can rarely be discovered so early and is usually recognized only as the child approaches the school age. As to children under five (and a great many such alien children come here) it is probably correct to say that nothing short of an inquiry into their heredity will enable the Government to determine whether or not they are feebleminded, and since no such inquiry is now made the law as to the exclusion of young feebleminded children is virtually a dead letter and the Ellis Island authorities have not the means at their command to vitalize it. Not only is a feebleminded person likely to become a charge upon the community but such an individual may leave feebleminded descendants and so start a vicious strain that will lead to misery and loss in future generations and influence unfavorably the characters and lives of hundreds of persons. A great majority of feebleminded children are born of parents who have suffered from feeblemindedness, insanity or epilepsy. A large proportion of the inmates of the Elmira Reformatories are feebleminded. The feebleminded contribute largely to the criminal class and are often the cause of incendiary fires. At a time when the subject of feeblemindedness is becoming more and more important in civilized countries and the nature and bearings of this taint are

being carefully studied by scientists the Government would seem called upon to make far greater efforts than it does to prevent the landing of feebleminded immigrants.

"SEPARATION OF FAMILIES".

In the administration of any law which calls for the application of drastic remedies the blame for the ensuing hardship is quite often placed where it does not belong, namely on the executive authorities, and it would be too much to expect that executive authorities called upon to apply such unpleasant remedies as deportation would escape their share of such unmerited censure. It is quite impossible to deal exhaustively with this subject here and I shall confine myself to saying a few words on one phase of hardship which is often spoken of as "separation of families", a phrase which has come to be used against the Government regardless of the facts. For instance, in almost all cases to which it is pretended that it applies the "separation" was voluntary and occurred in Europe. Frequently, in addition, it was to enable the well members to secure a footing in this country and later plead for the admission of diseased members on the sympathetic ground that the family should be together. When in such cases we deny landing to diseased

members we are merely preventing the union of the family in this country in violation of law; we are not standing in the way of its becoming reunited elsewhere. Of course even this action causes misery, but it is misery for which the executive officials are no more responsible than they are for that which exists in abundance in every large city of the United States.

The case of the Wulfovich family is a typical instance in which we prevented union here because it could not occur except in violation of law. A mother recently arrived from Russia with four young children, each of whom was suffering with a loathsome disease found by three of our surgeons to be "not easily curable". The father had preceded them. Under the law we were obliged to deport the children and the mother was sent back because the children required her care. Of course the case was a sad one, but the responsibility rested elsewhere than upon the immigration authorities. Yet a Member of Congress from New York City took this office seriously to task for doing its plain duty under the law, though he had no word of condemnation for the transportation company concerned which was willing for the sake of the passage money to receive these diseased children on board. I have cited this case because it thus illustrates

another difficulty with which the immigration authorities have to contend: the readiness of some persons in authority to see the law set aside in particular cases in which they may be interested and to look to executive officers for relief which the law-makers alone can give but which they do not care to ask the law-makers to give.

I cite a few more instances commonly referred to as "separation of families", but where in fact we merely prevented the union of members of a family here in violation of law.

Carrell Dworczek, an Austrian of 38, arrived in March, 1911, suffering from a large goitre, jaundice and flat feet, which defects were found to affect his ability to earn a living. His wife had preceded him, leaving three young children abroad who had for some time been supported by other relatives. We did not think that the mere presence of his wife here furnished a reason why this ineligible immigrant should be admitted and he was deported. Had he been admitted it is likely that his three children, whom he was unable to support abroad, would later have applied for admission and if admitted become public charges.

Schmuel Grossman, a Russian of 66, arrived in December, 1910, and was found to be senile and suffering from a bad

case of psoriasis, a chronic skin disease. He was a tailor, came without money and desired to join his wife from whom he had been separated for nine years. When asked why he did not come earlier he said "My wife did not want me". He was returned to his sister with whom he had been liging.

Angela Esposito, an Italian of 26, arrived in May, 1911, with her three year old idiot son. Her husband lived in New Haven and she wanted to join him, but the child was ineligible to land and we thought he required his mother's care and attention and so sent her back with him though she was willing to be separated from him.

Sure Ross, a Hebrew woman of 40, arrived March 28, 1911, by S. S. "Amerika" with three children, one of them Mirel, aged 11, an imbecile whose condition was so apparent that the steamship company was fined $100 for bringing the child. She had to go back under the law. Here again the mother was willing to desert her afflicted child and, as there were other children already here and Mirel was no longer of tender years, she was sent back with an attendant and the mother landed.

A number of similar cases were recently cited to the House Rules Committee and will be found at pp. 72 to 75 of the record of certain hearings before that Committee here-

inafter more fully referred to. Thoughtful persons will at once appreciate the ignorance or malice displayed by those who in such cases charge the immigration authorities with improperly "separating families". There is little or no danger that the Government will ever do this. On the other hand there is real danger of its attaching too much importance to offers of relatives here to assist the immigrant and of admitting questionable cases on grounds of sympathy. Our records contain many instances in which the Government has thus erred on the side of leniency, often as a result of deceit practiced upon it, and some of these instances are cited at pp. 57, 75 and 76 of the report just referred to. The immigration authorities have no misgivings as to the hardship of deportation, but apart from the fact that the law imposes it in certain cases, it should be remembered that there are in Europe thousands and thousands of diseased relatives of resident aliens of the United States whom the present deportations deter from attempting to come here. There would be less occasion to exclude and deport such relatives if Congress were to make it worth the while of all of the steamship companies to inspect abroad still more carefully than many of them now do intending immigrants in respect of physical and mental

defects. Experience has shown that fines alone will reach some of the steamship owners and agents who reside abroad and who there receive these people. This was proved by the law of 1903 which empowered the department to impose an administrative fine of $100 (payable before clearance papers are granted) when cases of loathsome or dangerous contagious disease or when imbeciles or idiots are brought here. This law resulted immediately in reducing the number of such cases taken on board. Last year, however, it was still necessary to levy such fines in the amount of $14,800, which goes to show that the fine is too low. It should be increased to $200. It should be possible also to impose it where insane immigrants are brought here. The statutes have omitted to provide for a fine in such cases. It should be further possible to impose an administrative fine of $25 or $30 where immigrants are brought here with physical or mental defects (other than those referred to) which will obviously affect their ability to earn a living.

ADMINISTRATIVE CHANGES REQUIRED IN THE LAW.

There are yet other changes which should be made in the law to facilitate and render more effective the administration of the immigration statutes. Most of them ap-

pear in the draft of a proposed new law attached to the Commissioner-General's report of 1910 and I urge that Congress adopt them. I emphasized several in my last annual report. I will merely say here that our machinery for detecting alien criminals is entirely inadequate and that many such are entering the country every year, also that the law regarding seamen is in such condition as to permit of the ships' articles being used by unscrupulous persons as a means of evading the immigration law and introducing into the country aliens ineligible under the immigration statutes. Officers of the Hellenic Transatlantic Steam Navigation Company were recently found engaged in thus landing diseased Greeks, but they went about their work in so crude a manner and the evidence was so strong that it was possible to punish them under the general law. Fifteen of them were sent to jail and $41,920 were collected through fines or forfeiture of bail. The former agent of this line is today serving a year's sentence in Atlanta prison for his participation in these offenses. The attention of Congress has already been called many times to the necessity for a proper law governing the admission of alien seamen into the United States, and last winter the House Immigration Committee at the instance of the immigration

authorities reported favorably a bill on this subject, but it has not become a law.

MISSIONARIES AND IMMIGRANT AID SOCIETIES.

In my last two annual reports I wrote at some length concerning abuses perpetrated by persons and organizations pretending to be what they were not and stated that it was "difficult to find words adequately to express the contempt one must have for persons who would knowingly do such things or allow them to be done". I further pointed out and now repeat that there are at Ellis Island a number of societies "which are conducted in a model way" and of missionaries "whose work is disinterested and excellent". It is unnecessary to add that the Government appreciates highly such work and does whatever it can in reason to further its purposes.

I did not suppose that it would again be necessary to call an Ellis Island missionary to account but, unfortunately, I was mistaken. Young immigrant servant girls who arrive without relatives are frequently turned over to missionaries conducting Proper Homes with the understanding that situations shall be promptly found for them where they will be surrounded by good influences.

The services of such girls are usually in great demand and the Homes receive many applications for them. The missionary here in question was upon investigation found to have detained such girls at his Home an unnecessary length of time, charging them for board and lodging at rates in excess of a dollar a day and placing them eventually at their own expense through an employment agency with persons concerning whom he knew nothing, and he was further found to have made false oral and written reports to the Government concerning all of these matters, including the amount of revenue obtained from those sources. After giving him a full hearing we determined that his presence at Ellis Island was detrimental to the best interests of the immigrants and that it tended to bring into disrepute missionary work in general. We, therefore, withdrew his privileges.

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

November 14, 1911.

Dear Mr. Keefe:

I am sorry again to trouble you about corrections in my annual report but there are two or three important ones which I have made on the enclosed and I should like to have them at least incorporated into the copy that goes to the printer. I have made these new corrections in red ink. The most important ones are on pages 11, 13, 17, 18, 19 and 33.

One of the enclosures I have marked "Original" and signed it so that, if you wish, you can place it on the files instead of the present original, thereby saving your office the trouble of transferring some more corrections. These are the last corrections I shall send you but I should like, if practicable, to see a galley proof.

Very truly yours,

Commissioner

KMC

SEC. 26. That, at any time within five years after entry, any alien who shall become a public charge; any alien who shall after arrival be convicted of or admit having committed a felony or drime or an offense or misdemeanor involving moral turpitude; any alien who shall enter the United States by water at any time or place other than as designated by immigration officials, or by land at any place other than one designated as a port of entry for aliens by the Commissioner-General of Immigration, or at any time not designated by immigration officials; any alien seaman who shall desert his vessel in a port of the United States or who shall land therein contrary to the provisions of this Act; and any alien who shall enter the United States in violation of this Act otherwise than as hereinafter specified; and that, at any time after entry, any alien who at the time of entry was a prostitute or was coming or being brought into the United States for the purpose of prostituttion or for any other immoral purpose; any alien who shall be found an inmate of or connected with the management of a house of prostitution or practicing prostitution, or who shall receive, share in, or derive benefit from any part of the earnings of any prostitute, or who is employed by, in, or in connection with any house of prostitution or music or dance hall or other place of amusement or resort habitually frequented by prostitutes, or where prostitutes gather, or who in any way assists, protects, or promises to protect from arrest any prostitute; any alien who shall import or attempt to import any person for the purpose of prostitution or for any other immoral purpose; any alien who, after being excluded and deported or arrested and deported as a prostitute, or as a procurer, or as having been connected with the business of prostitution or importation for prostitution or other immoral purposes in any of the ways hereinbefore specified, shall return to and enter the United States; any alien convicted and imprisoned for a violation of any of the provisions of section thirty-nine hereof; any alien who was an

anarchist at the time of entry; and any alien who was convicted or who admits the commission prior to entry of a felony or crime or an offense or misdemeanor involving moral turpitude, shall, upon the warrant of the Secretary of Commerce and Labor, betaken into custody and deported: Provided, That, at the option of the Secretary of Commerce and Labor, any alien seaman arrested under the provisions of this section may be delivered into the custody of a consular representative of the country to which his vessel belongs upon assurances that he will be removed from the United States. Th e provisions of this section shall be applicable to the classes of aliens therein mentioned irrespective of the time of their entry to the United States. In every case where any person is ordered deported from the United States under the provisions of this Act or xxx of any law or treaty now existing of hereafter made, the decision of the Secretary of Commerce and Labor shall be final.

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Department of Commerce and Labor
IMMIGRATION SERVICE

98524/33

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

October 14, 1911.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

This is in reference to the draft of a new law again to be printed in your annual report. You recently said I might make any suggestions. There is one I want very much to make and I think I have already mentioned it orally: I recommend that in Section 26 the words be stricken out near the end stating that all aliens therein referred to shall be deported "irrespective of the time of their entry to the United States". I think that is going too far as to some of the classes, especially those who become a public charge and those who enter in violation of law other than "procurers". I think a great deal will be accomplished if for the present three year period five years can be substituted.

If further suggestions occur to me I shall write you concerning them.

Respectfully,

Commissioner.

KMC

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Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53294/8 September 30, 1911.

Commissioner of Immigration,

Ellis Island, N.Y.H.

Sir:

In reply to your letter of the 20th instant, No. 98523/-182, I have to state that it is my intention again to print as an appendix to the annual report a draft of the proposed new immigration law. I should be very glad to receive any suggestions that you can offer regarding it. Some few changes have been made in the text to meet conditions which have been brought to the Bureau's attention during the past year and the section dealing with alien seamen has been changed to correspond substantially with the seamen's bill, in the preparation of which you assisted last winter and which was reported favorably by the committees of both Houses.

Respectfully,

(Signed) Danl. J. Keefe.

AWT/F Commissioner-General.

53294-8

Department of Commerce and Labor

98523/182 IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

September 20, 1911.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

May I inquire whether it is intended again to print as an appendix to your report the draft of the proposed new immigration law? One reason why I ask is because on page 19 of my (incomplete) annual report I make a reference to this draft as it appeared in your 1910 report. I should prefer to say 1911 if it is to be printed, and if it is may I make one or two suggestions concerning it? The enclosed represents about two-thirds of what will be my annual report, and with one or two possible verbal changes is complete so far as it goes. This is a mimeograph copy.

Respectfully,

Wm. Williams

Commissioner.

Inc. 930

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ANNUAL REPORT

Medical Examination of Immigrants

Ellis Island, New York Harbor

Fiscal Year ended June 30.

1 9 1 1

Geo. W. Stoner
Surgeon, P. H. & M. H. S.,
Chief Medical Officer

To the Commissioner of Immigration
Ellis Island, New York

NATIVITY AND RACE OF IMMIGRANTS CERTIFIED

DURING THE FISCAL YEAR ENDED JUNE 3(

NATIVITY	African Blk:	Armenian:	Bohemian:	Bulgarian:	Croatian:	Chinese:	Dutch:	English:	Egyptian:	Finnish:	Flemish:	French:	German:	Greek:	Hebrew:	Irish:	Italian, So.	Italian, No.	Lithuanian:	Magyar:	Mexican:
Austria-Hungary:			3		22								22		25					17	
[illegible]:						16															
[illegible]:									1												
[illegible]:												3									
[illegible]:													12								
[illegible]:														68	1						
[illegible]:							2								1						
[illegible]:																	313	30			
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[illegible]:															11						
[illegible]:										5			23		11				58		
[illegible]:																					
[illegible]:																		1			
[illegible]:																					
[illegible]:		41		7				1				1		1	17						
United Kingdom:								1								10					
West Indies:	3							1													
TOTALS:	3	41	3	7	22	16	2	2	1	5	0	4	57	71	170	10	313	31	58	17	1

GMK

...SCLUDED FOR TRACHOMA

...D JUNE 30th. 1911:

Armenian:	Hebrew:	Moorish:	Maltese:	Persian:	Polish:	Portuguese:	Roumanian:	Russia:	Ruthenian:	Scotch:	Slovak:	Spanish:	Syrian:	Servian:	South'n.	Turkish:	TOTALS
	17				35		7		20		39			1			119
															2		2
													4				4
					6												6
		2															2
			4												1		5
				4									1				5
						3											3
58					90			22							2		172
												2					2
												4					4
													82			1	83
										2							2
58	17	2	4	4	131	3	7	22	20	2	39	6	87	1	5	1	116

...YTIVITAN

...TOTALS:

OFFICE OF
CHIEF MEDICAL OFFICER

TREASURY DEPARTMENT

UNITED STATES
PUBLIC HEALTH AND MARINE-HOSPITAL SERVICE

ELLIS ISLAND, NEW YORK

August 10, 1911.

Sir:

I beg to submit the following report for the fiscal year ended June 30, 1911:

Seven hundred and forty-nine thousand, six hundred and forty-two (749,642) aliens were examined upon arrival, including 180,213 cabin and 569,429 steerage passengers. Besides these there were one hundred and eighty-two thousand, seven hundred and twenty-two (182,722) passengers (154,637 cabin and 28,085 steerage) who, upon further examination by the immigrant inspectors proved to be citizens of the United States.

Sixteen thousand, nine hundred and ten (16,910) aliens were certified for physical or mental defects, including 209 mentally defective, viz: idiot 11, imbecile 24, feeble-minded 94, epilepsy 10, insane 70. And for tuberculosis 34.

Under the classification of loathsome contagious or dangerous contagious there were one thousand, three hundred and sixty-three (1,363) including trachoma 1167, favus 68, tinea tonsurans 54, gonorrhoea 23, sychosis barbae 23, venereal ulcer 14, syphilis 10, tinea unguium 2, uncinariasis 2.

Eleven thousand and seventy-two (11,072) were certified for disease or defect which affects ability to earn a living,

(forward)

including senility 5573, hernia 1286, lack of physical or poor muscular development 883, varix 350, valvular disease of heart 273, curvature of spine 206, defective vision 182, inflammation of lymph glands of neck 157, malnutrition 148, goiter 55, arteriosclerosis 51, deafness 39, and numerous other affections as set forth in tabulated statement herewith; and four thousand two hundred and thirty-two (4,232) were certified for disease or defect of less degree (see table).

Six thousand and forty-three (6,043) aliens were admitted to Immigrant Hospital, Ellis Island, during the fiscal year, including men 3273, women 1559; male children under twelve years of age 671, female children under twelve years of age 540; and there were ninty-eight (98) patients in hospital at the beginning of the fiscal year, making a total of 6,141 furnished hospital care and treatment. Of these, three hundred and forty-seven (347) including one hundred and thirty-two landed (public charge) aliens were mentally diseased. (See table)

Nineteen men, five women, twelve male children, and four female children (total 40) died in Immigrant Hospital during the year. Thirteen (8 male and 5 female) were born.

In addition to the foregoing seven hundred and twenty (720) arriving aliens including 64 remaining from previous year, viz: measles 285, scarlet fever 70, meningitis 32, diphtheria 17, chickenpox 6, rubella 1, miscellaneous or mixed affections 42, and 203 accompanying persons were transferred from Ellis Island to the care of the State Quarantine Hospital at entrance of harbor, pursuant to official agreement, pending the opening of the contagious

(forward)

disease hospital at Ellis Island for the reception of patients. One hundred and one (101) died, viz: measles 66, scarlet fever 12, meningitis 16, pneumonia 4, diphtheria 3; and there were nine (9) aliens remaining under treatment July 1, 1911. Besides these, according to the Health Officer's report there were removed at the entrance of harbor direct from ships to Quarantine Hospital during the year, two thousand, one hundred and eighty-eight (2,188), including 241 remaining from ~~previous~~ ending year, viz: measles 552, scarlet fever 58, chickenpox 50, diphtheria 11, mumps 5, cholera 5, smallpox 4, and miscellaneous affections 162, for observation 320, accompanying persons 745. Of these one hundred and sixty-three (163) died including measles 86, scarlet fever 11, diphtheria 6, smallpox 3, cholera 2; and there were seventy-two (72) remaining under treatment at the close of the fiscal year.

Besides the number of aliens admitted to Immigrant Hospital and the number transferred or directly admitted to the State Quarantine Hospital, one hundred and forty-six (146) requiring immediate attention on arrival at the docks were cared for by the different steamship companies during the year in hospitals of their own selection in the city. On these twelve (12) died.

One hundred and sixty-eight (168) alien immigrants who had become public charges or inmates of State or local hospitals or institutions in New York, New Jersey and Connecticut, were visited and examined during the year by medical officers attached to this station to determine the nature of the disease, mental or physical, from which the aliens were suffering, and whether or not due to causes existing prior to landing in the United States; and a

(forward)

medical certificate in each case was rendered for the information of the Commissioner of Immigration.

The primary medical inspection line, medical examination rooms and all accommodations pertaining to the medical office on second floor, Main Building, were discontinued as such May 11, 1911 and transferred to the new and more commodious and appropriate quarters especially designed for the purpose on first floor, and placed at the disposal of the medical office by the Commissioner.

The new Immigrant Contagious Disease Hospital was opened for the reception of patients June 20, 1911, and since then all aliens arriving at Ellis Island found to be afflicted with such disease have been admitted to and cared for in said hospital.

The tabular statements are herewith inclosed covering: (1) Disposition of cases certified, Class A.(1), Mental diseases and tuberculosis; (2) Disposition of cases certified, Class A.(2), Loathsome contagious or dangerous contagious; (3) Disposition of cases certified, Class B, Disease or defect which affects ability to earn a living; (4) Disposition of cases certified, Class C, Disease or defect of less degree; (5) Nativity and race of immigrants certified for trachoma; (6) Race of immigrants deported on medical certificates; (7) Summary of hospital transactions; (8) Medical and Surgical report of diseases and injuries treated in Immigrant Hospital; (9) Race and sex of immigrants admitted to Immigrant Hospital; (10) Nativity and sex of immigrants admitted to Immigrant Hospital; (11) Clerical work; and (12) Financial statement.

Respectfully,

Gert Stoner

Chief Medical Officer.

To Commissioner Wm. Williams,
United States Immigration Service,
Ellis Island, N. Y.

DISPOSITION OF CASES CERTIFIED, (MANDATORY CASES) DURING THE FISCAL YEAR ENDED JUNE 30th, 1911, INCLUDING CASES PENDING FROM PREVIOUS FISCAL YEAR:

CLASS "A" (1) (Idiocy, Imbecility, Feeble-minded, epilepsy, Insanity & Tuberculosis)	From last year	Certified:	Total	Deported	Landed:	Remaining
Idiot:	1	11	12	5	7	
Imbecile:	1	24	25	20	2	3
Feeble-minded:	1	94	95	87	6	2
Epilepsy:	1	10	11	10	1	
Insane:	2	70	72	67	5	
Tuberculosis:		34	34	21	13	
TOTALS:	6	243	249	210	34	5

DISPOSITION OF CASES CERTIFIED, (LOATHSOME CONTAGIOUS OR DANGEROUS CONTAGIOUS) DURING THE FISCAL YEAR ENDED JUNE 30th, 1911, INCLUDING CASES PENDING FROM PREVIOUS FISCAL YEAR:

CLASS "A" (2) (Loathsome Contagious of Dangerous Contagious	From last year	Certified:	Total	Deported:	Landed	Remaining:
Favus:		68	68	67		1
Tinea tonsurans:	2	54	56	49	6	1
Tinea unguium:		2	2	2		
Sycosis barbae:		23	23	22		1
Gonorrhoea:	1	23	24	23		1
Syphilis:		10	10	10		
Ulcer of penis:		14	14	14		
Uncinariasis:		2	2	2		
Trachoma:	40	1167	1207	1113	63	31
TOTALS:	43	1363	1406	1302	69	35

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CLASS "2"	Year last Rep	Certificated	Total	Deported	Landed	Remaining	
Hemiplegia:		20 --	20 --	4 ---	16 --		
Monoplegia:		1 --	1 --	---	1 ---		
Facial paralysis:		2 --	2 --	1 ---	1 ---		
Paralysis, muscles of shoulder:		1 --	1 --	---	1 ---		
Paralysis, muscles of neck:	--	1 --	1 --	1 ---			
Paralysis of arm:	--	10 --	10 --	3 ---	7 ---		
Paralysis of hand:	--	2 --	2 --	---	2 ---		
Paralysis of leg:	--	27 --	27 --	5 ---	21 ---		1
Paralysis of foot:	--	1 --	1 ---	1 ---	---		
Partial paralysis, serratus Magnus muscles:	--	1 --	1 ---	1 ---	---		
Paralysis, muscles of Scapula,	--	1 --	1 ---	1 ---	---		
Paralysis agitans:	--	2 --	2 ---	---	2 ---		
General tremor:	--	2 --	2 ---	---	2 ---		
Tremor of left upper extremity:	--	1 --	1 ---	---	1 ---		
Chorea:	--	2 --	2 ---	2 ---	---		
Wry neck:	--	2 ---	2 ---	---	2 ---		
Headaches, severe:	--	1 ---	1 - -	1 ---	---		
Spasmodic tic,	--	1 ---	1 ---	---	1 ---		
Facial tic:	--	1 ---	1 ---	---	1 ---		
Stammering:	--	29 ---	29 ---	11 ---	18 ---		
Mentally defective:	--	1 ---	1 ---	1 ---	---		
Mental retardation:	--	2 ---	2 ---	2 ---	---		
Conjunctivitis, chronic:	--	1 ---	1 ---	1 ---	---		
Spring catarrh:	--	1 ---	1 ---	1 ---	---		
Vernal catarrh:	--	2 ---	2 ---	---	2 ---		
Corneal opacity:	--	19 ---	19 ---	5 ---	14 ---		
Deformity of both irises:	--	2 ---	2 ---	1 ---	1 ---		
Iritis:	--	1 ---	1 ---	---	1 ---		
Inflammation of eye, chr:	--	2 ---	2 ---	---	2 ---		
Cataract, lenticular:	1 --	11 ---	12 ---	3 ---	9 ---		
Ametropia:	--	77 ---	77 ---	27 ---	50 ---		
Myopia:	--	2 ---	2 ---	---	2 ---		
Squint:	--	1 ---	1 ---	---	1 ---		
Nystagmus:	--	3 ---	3 ---	1 ---	2 ---		
Blepharitis:	--	4 ---	4 ---	---	4 ---		
Ectropion:	--	2 ---	2 ---	---	2 ---		
Cicatricial eyelids:	--	1 ---	1 ---	---	1 ---		
Defective vision:	--	182 ---	182 ---	61 ---	117 ---		4
Blind one eye,	--	24 ---	24 --	6 ---	18 ---		
Blind:	--	15 ---	15 --	1 ---	14 ---		
Deafness:	2 --	89 ---	41 --	7 ---	33 ---		1
Deaf mutism:	--	32 ---	32 --	6 ---	26 ---		
Inflammation soft parts of nose, chronic:	--	2 ---	2 --	1 ---	1 ---		

DISPOSITION OF CASES CERTIFIED (DISEASE OR DEFECT WHICH AFFECTS ABILITY TO EARN A LIVING) DURING THE FISCAL YEAR ENDED JUNE 30th, 1911, INCLUDING CASES PENDING FROM PREVIOUS FISCAL YEAR:

(which affects ability to earn a living)	Pend. last year	Certified:	Retd:	Deported:	Landed:	Remaining:
Beri-beri:----------	--	2 --	2 --	2 --		
Exopthalmic goitre:----	--	3 --	3 --	1 --	2	
Chronic malaria:-------	--	16 --	16 --	16 --		
Acute Rheumatism:------	--	1 --	1 --	--	1	
Chronic Rheumatism,-----	--	1 --	1 --	--	1	
Chronic alcoholism:-----	--	15 --	15 --	15 --	2	
Anaemia:----------	1 --	3 --	4 --	4 --		
Cretinism:----------	1 --	1 --	2 --	2 --		
Lymphatic Leucheamia:---	--	1 --	1 --	--	1	
Obesity:----------	--	1 --	1 --	1 --		
Arthritis deformans:---	--	3 --	3 --	1 --	2	
Osteoarthritis:--------	--	3 --	3 --	1 --	2	
Rheumatoid Arthritis,	--	2 --	2 --	--	2	
Fissure of iris,	--	1 --	1 --	--	1	
Fissure of palate:-----	--	23 --	23 --	1 --	21	-- 1
Undescended testicle:---	--	1 --	1 --	1 --		
Arrested sexual development	--	4 --	4 --	3 --	1	
Deformity of abdomen:---	--	1 --	1 --	--	1	
Maldevelopment of hand:	--	1 --	1 --	--	1	
Fatty tumor:----------	--	1 --	1 --	--	1	
Tumor of face:---------	--	1 --	1 --	--	1	
Tumor of superior maxilla:	--	1 --	1 --	1 --		
Tumor of abdomen:-------	--	11 --	11 --	10 --	1	
Pelvic Tumor:----------	--	1 --	1 --	1 --		
Tumor of testicle:------	--	1 --	1 --	1 --		
Fibroid tumor of uterus:	1 --	--	1 --	--	1	
New growth of uterus:----	--	1 --	1 --	--	1	
Ovarian cyst:----------	1 --	--	1	1 --		
New growth of abdomen:---	--	1 --	1 --	1 --		
Angioma of tongue:------	--	1 --	1 --	1 --		
Epithelioma of lip:-----	--	1 --	1 --	--	1	
Cancer of face:----------	--	1 --	1 --	1 --		
Nasal polypi, ----------	--	2 --	2 --	--	2	
Nevus of face:----------	--	1 --	1 --	--	1	
Debility:----------	2 --	9 --	9 --	3 --	6	
Infantile paralysis:----	--	2 --	2 --	--	2	
Degeneration of spinal cord	--	1 --	1 --	1 --		
Organic disease of brain:	--	1 --	1 --	1 --		
Organic disease of nervous system:----------	--	47 --	47 --	24 --	23	
Hydrocephalus:----------	--	1 --	1 --	--	1	
Locomotor ataxia:-------	--	3 --	3 --	1 --	2	
Paraplegia, spastic:------	--	18 --	18 --	10 --	8	

CLASS "B"	Total last year	Certified	Total	Supervised	Landed	Remaining
Coma:----------	2	-- 3	-- 3	-- 1	--- 2	--
Adenoids:----------		-- 1	-- 1	-- 1	---	--
Valvular disease of heart	10	-- 275	-- 285	-- 217	--- 64	-- 2
Hypertrophy of heart,	2	-- 3	-- 5	-- 5	---	--
Irregular action of heart	2	-- 38	-- 40	-- 19	--- 21	--
Disordered action of heart		-- 27	-- 27	-- 15	--- 12	--
Arterio Sclerosis:------	8	-- 51	-- 59	-- 37	-- 22	--
Aneurysm:----------		-- 1	-- 1	-- 1	---	--
Varix:----------	11	-- 350	-- 361	-- 225	--- 136	-- 5
Asthma:----------		-- 1	-- 1	--	--- 1	---
Inflammation of larynx,		-- 2	-- 2	--	--- 2	---
Bronchitis, chronic:		-- 9	-- 9	-- 5	--- 4	---
Pleurisy, chronic:------		-- 4	-- 4	-- 4	---	---
Empyema:----------		-- 3	-- 3	-- 3	---	---
Necrosis of jaw:---------		-- 2	-- 2	-- 1	--- 1	---
Caries of teeth:---------		-- 2	-- 2	--	--- 2	---
Hypertrophy of Tonsils:---		-- 4	-- 4	--	---- 4	---
Hernia:----------	39	--1266	--1325	-- 695	--- 619	--- 11
Weak abdominal wall:------		-- 89	-- 89	-- 42	--- 17	---
Weak inguinal rings:----		-- 10	-- 10	-- 6	--- 4	---
Hemorrhoids:----------		-- 3	-- 3	-- 3	---	---
Cirrhosis of liver:-------		-- 3	-- 3	-- 2	--- 1	---
Hypertrophy of liver:----		-- 1	-- 1	-- 1	---	---
Chronic Splenitis:------		-- 14	-- 14	--- 13	--- 1	---
Inflammation of lymph glands of neck, chronic:------	5	-- 157	-- 162	--- 109	--- 50	--- 5
Hypertrophy lymph glands of neck:----------		-- 2	-- 2	--- 2	----	---
Inflammation glands of groin, Chronic:----------		-- 3	-- 3	--- 3	----	---
Goitre:----------	2	-- 55	-- 57	--- 36	---- 21	---
Enlargement of the thyroid		-- 1	-- 1	---	---- 1	---
Brights disease, chronic:---		-- 5	-- 5	--- 4	---- 1	---
Nephritis, chronic:------	1	--	1	--- 1	----	---
Hypertrophy of prostate:		-- 1	-- 1	---	---- 1	---
Albuminuria,----------		-- 1	-- 1	--- 1	----	---
Varicocele:----------		-- 1	-- 1	---	---- 1	---
Hydrocele:----------		-- 2	-- 2	--- 1	---- 1	---
Enlargement of Uterus:----		-- 1	-- 1	--- 1	----	---
Pregnancy:----------	1	-- 29	-- 30	--- 25	---- 5	---
Osteomyelitis:----------		-- 10	--- 10	--- 7	---- 3	---
Periostitis, old:--------		-- 1	--- 1	---	---- 1	---
Osteitis of maxillary bone, suppurative:----------		-- 1	--- 1	---	---- 1	---

Class "B"	Prev. last year	Certi-fied	Total	Deport-ed	Landed	Remain-ing	
Inflammation, bones of femur, chronic:		1 ---	1 ---	1	----	---	
Inflammation, bones of hand, chronic:	---	1 ---	1 ---		----	1 --	
Inflammation of hip, chronic	---	3 ---	3 ---	2	----	1 --	
Inflammation of knee joint, chronic:	---	1 ---	1 ---	1	----	--	
Inflammation of ankle joint, chronic:	---	2 ---	2 ---	1	-----	1 --	
Caries of jaw:	---	4 ---	4 ---	2	----	2 --	
Necrosis, bones of fingers:	---	1 ---	1 ---	1	----	--	
Acromegaly,	---	2 ---	2 ---	1	----	1 --	
Stiffness, tempero- mandillary articulation:	---	1 ---	1 ---		----	1 --	
Stiff joint:	---	11 ---	11 ----	6	-----	5 --	
Stiff joint, elbow:	---	22 ---	22 ----	15	-----	7 --	
Stiff joint, wrist:	---	4 ---	4 ---		----	4 --	
Stiff joint of [illegible]	---	2 ---	2 ---		----	2 --	
Stiff joint, hip:	---	68 ---	68 ---	16	----	52 --	
Stiff joint, knee:	2	--- 74 ---	76 ---	23	----	53 --	
Stiff joint, ankle:	---	14 ---	14 ---	5	----	9 --	
Knock knee:	---	14 ---	14 ---	6	----	8 --	
Bow legs:	---	6 ---	6 ---		----	6 ---	
Potts disease:	---	1 ---	1 ---		----	1 ---	
Curvature of spine:	3	---206 ---	209 ---	80	----	128 ---	1
Muscular dystrophy,	--	4 ---	4 ---	4	-----	---	
Muscular atrophy:	--	1 ---	1 ---	1	-----	---	
Atrophy, muscles of shoulder	--	3 ---	3 ---	1	----	2 ---	
Atrophy of arm:	--	14 ---	14 ---	7	----	6 ---	1
Atrophy, muscles of hand:	--	3 ---	3 ---	1	----	2 ---	
Atrophy of leg:	--	113 ---	113 ---	48	----	65 ---	
Contracture of tendons, right forearm:	--	1 ---	1 ---		----	1 ---	
Contracture of extensor tendons of hand:	--	2 ---	2 ----	1	----	1 ---	
Contracture of fingers:	--	1 ---	1 ---		----	1 ---	
Club feet:	--	24 ---	24 ---	6	----	18 ---	
Flat feet:	--	36 ---	36 ---	13	----	23 ---	
Right pre-patellar bursitis	--	2 ---	2 ---	2	----	---	
Inflammation con. tissue of jaw, chronic:	--	3 ---	3 ---	3	----	---	
Inflammation, con. tissue of back, chronic:	--	1 ---	1 ---	1	----	---	
Inflammation, con. tissue of hand, chronic:	--	2 ---	2 ---	1	----	1 ---	
Eczema:	--	6 ---	6 ---	4	---	2 ---	

CLASS "B"	From last Year	Certified:	Total:	Rejected:	Landed:	Remaining:
Psoriasis:	2 --	47 --	49 --	41 --	8 --	
Lupus:	1 --	12 --	13 ---	8 --	4 ---	1
Warts, multiple:	--	1 --	1 ---	--	1 ---	
Albinism:	--	1 ---	1 ---	---	1 ---	
Ulceration of face, chronic	--	2 ---	2 ---	---	2 ---	
Ulcers of neck:	--	1 ---	1 ---	1 ---	---	
Ulcers of leg, chronic:	--	4 ---	4 ----	3 ---	1 ---	
Sinus of neck:	--	3 ---	3 ----	2 ---	1 ---	
Sinus of chin:	--	2 ---	2 ----	1 ---	1 ---	
Scars of arm:	--	1 ---	1 ----	---	1 ---	
Fracture of clavicle: --	--	1 ---	1 ----	1 ---	---	
Fracture of humerus:	--	1 ---	1 ----	---	1 ---	
Fracture of femur:	--	2 ---	2 ---	1 ---	1 ---	
Fracture of tibia:	--	1 ---	1 ---	1 ---	---	
Dislocation of jaw:	--	1 ---	1 ---	---	1 ---	
Dislocation of shoulder:	--	1 ---	1 ---	1 ---	---	
Dislocation of the humerus:	--	3 ---	3 ---	2 ---	1 ---	
Dislocation of elbow:	--	1 ---	1 ---	1 ---	---	
Dislocation of hip:	1 --	191 ---192	---	41 ---	150 ---	1
Dislocation of femur:	--	1 ---	1 ---	1 ---	---	
Dislocation of knee:	--	2 ---	2 ---	1 ---	1 ---	
Flat chested:	--	16 ---	16 ---	15 ---	1 ---	
Defective frontal bone:	--	2 ---	2 ---	2 ---	---	
Deformity of jaw:	--	3 ---	3 ---	1 ---	2 ---	
Deformity of nose:	--	1 ---	1 ---	---	1 ---	
Deformity of arm:	--	2 ---	2 ---	2 ---	---	
Deformity of elbow:	--	3 --	3 ---	2 ---	3 ---	
Deformity of wrist:	--	2 --	2 ---	1 ---	1 ---	
Deformity of hand:	11	21 --	21 ---	7 ---	14 ---	
Deformity of finger:	--	8 --	8 ---	2 ---	6 ---	
Deformity of thumb:	--	1 --	1 ---	---	1 ---	
Deformity of chest:	--	10 --	1 0 ---	8 ---	2 ---	
Deformity of spine:	--	2 --	2 ---	1 ---	1 ---	
Deformity of hip:	--	1 --	1 ---	---	1 ---	
Deformity of pelvis:	--	1 --	1 ---	---	---	1
Deformity of sternum:	--	1 --	1- --	1 ---	---	
Deformity of tibia:	--	3 --	3 ---	---	3 ---	
Deformity of knee:	--	3 --	3 - -	1 ---	2 ---	
Deformity of leg:	2 --	24 --	26 ---	7 ----	19 ---	
Deformity of ankle:	--	1 --	1 ---	----	1 ---	
Deformity of feet:	--	11 --	11 ----	5 ----	6 ---	
Shortness of arm:	1 --	1 --	2 ---	-----	2 ----	
Shortness of leg:	--	46 --	46 ---	11 -----	35 ----	
Lameness:	--	8 --	8 ---	1 -----	7 ----	
Mutilation of hand:	1 --	--	1 -----	1 -----	----	
Mutilation of finger:	--	1 --	1 -----	-----	1 ----	
Loss of part of lower jaw	--	1 --	1 -----	1 -----	----	

CLASS "A"	From last Year	Certified:	Total:	Deported:	Landed:	Remaining:
Loss of arm:----------	--	17 ---	17 --	1 --	16 --	
Loss of teeth:----------	--	1 ---	1 ---	--	1 --	
Loss of hand:----------	--	12 ---	12 ---	4 --	8 --	
Loss of fingers:--------	--	33 ---	33 ---	6 ---	27 --	
Loss of thumb:----------	--	3 ---	3 ---	1 ---	2 --	
Loss of part of humerus:	--	1 ---	1 ---	1 ---	--	
Loss of leg:----------	--	30 ---	30 ---	3 ---	27 --	
Loss of foot:----------	--	3 ---	3 ---	2 ---	1 --	
Loss of toes:----------	--	1 ---	1 ---	1 ----	--	
Senility:----------	56 --	5573 ---5609	---	549 ---	5054 --	26
Poor physique:---------	1 --	60 ---	61 ---	44 ---	17 --	
Lack of physical development:----------	11 --	493 ---	504 ---	312 ---	186 --	6
Poor muscular development:	8 --	390 ---	398 ---	285 ---	111 --	2
Malnutrition:----------	11 --	148n --	159 ---	116 ---	43 --	
Dwarf:----------	--	33 --	33 ---	---	33 ---	
Undersized:----------	--	25 --	25 ---	10 ---	12 ---	1
[illegible]----------	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

DISPOSITION OF CASES CERTIFIED, (DISEASE OR DEFECT OF LESS DEGREE) DURING THE FISCAL YEAR ENDED JUNE 30th, 1911, INCLUDING CASES PENDING FROM PREVIOUS FISCAL YEAR:

[illegible]	From last Year	Certified:	Total:	Deported:	Landed:	Remaining:
Rheumatism, acute:--------	--	1 --	1 --	---	1 ---	
Anaemia:----------	--	5 --	5 --	1 ---	4 ---	
Chlorosis:----------	--	1 --	1 --	---	1 ---	
Obesity:----------	--	2 ---	2 ---	---	2 ---	
Rickets:----------	--	1 ---	1 ---	---	1 ---	
Fissure of iris:---------	--	5 ---	5 ---	1 ---	4 ---	
Fissure of lip ----------	--	13 ---	13 ---	---	13 ---	
Fissure of palate:--------	--	10 ---	10- --	---	10 ---	
Hypospadias:----------	--	2 ---	2 ----	1 ---	1 ---	
Supernumerary thumb:-------	--	14 ---	14 ---	4 ---	10 ---	
Pterygium:----------	--	5 ---	5 ---	---	5 ---	
Coloboma:----------	--	5 ---	5 ---	2 ---	3 ---	
Facial asymmetry:---------	--	1 ---	1 ---	---	1 ---	
Atresia of canal of external ear ----------	--	2 ---	2 ---	0--	2 ---	

//

CLASS "B"	Cases last year	Certified	Added	Removed	Leaded	Remaining
Undescended testicles:		10	10	2	8	
Total loss of external genitals:		1	1	1		
Arrested sexual development:	1	44	45	21	24	
Cyst:		4	4	1	3	
Fatty tumor:		5	5	2	3	
Benign tumor:		11	11		11	
Tumor of face:		2	2		2	
Tumor of neck:		1	1		1	
Tumor of testicle:		1	1	1		
Tumor of spermatic chord:		1	1		1	
Tumor of abdomen:		1	1		1	
Angioma of scalp:		1	1		1	
Angioma of face:		3	3		3	
Angioma of arm:		1	1		1	
Lipoma:		1	1		1	
Keloid:		2	2		2	
Nasal polypi,		1	1		1	
Nevus:		8	8		8	
Vitiligo:		1	1		1	
Pigmentation of face:		1	1		1	
Debility:		1	1	1		
Marasmus:		1	1		1	
Organic disease of nervous system:		1	1		1	
Hydrocephalus:		2	2		2	
Hemiplegia:		3	3		3	
Facial paralysis:		24	24	2	22	
Paralysis, muscles of Shoulder:		1	1		1	
Paralysis of arm:		1	1		1	
Paralysis of leg:		2	2		2	
Paralysis of hand:		1	1		1	
Paralysis, orbicularis palpebrarum muscle:		1	1		1	
Tremor:		4	4		4	
Chorea:		3	3		3	
Wry neck:		49	49	2	47	
Facial spasm:		2	2		2	
Facial palsy:		1	1		1	
Hysteria:		1	1	1		
Stammering:		78	78	3	75	
Inflammation of eye, chronic	1		1		1	
Ulcer of cornea:		3	3		3	
Anterior synechia:	1	17	18		18	

CLASS "E"	From last year	Certified:	Total:	Supervol:	Landed:	Remaining:	
Corneal opacity:--------	2 --	178 --	180 ---	9 --	171 --		
Staphyloma:-------------	--	1 --	1 ---	--	1 --		
Deformity of iris:------	--	86 --	86 --	1 --	86 --		1
Cataracta, lenticular:---	--	73 --	73 ---	4 --	69 --		
Atrophy of eye:---------	--	1 --	1 ---	--	1 --		
Ametropia:--------------	--	4 --	4 ---	1 ---	3 --		
Myopia:-----------------	--	3 --	3 ---	1 ---	2 --		
Squint:-----------------	--	43 --	43 ---	1 ---	42 --		
Nystagmus:--------------	--	18 --	18 ---	3 ---	15 ---		
Blepharitis:------------	--	2 --	2 ---	---	2 ---		
Entropion:--------------	--	21 --	21 ---	1 ---	20 ---		
Ptosis:-----------------	--	6 --	6 ---	---	6 ---		
Immovable pupils:-------	--	1 --	1 ---	---	1 ---		
Scar of eyelid:---------	--	1 --	1 ---	---	1 ---		
Scars of cornea:--------	--	5 --	5 ---	---	5 ---		
Defective vision:-------	3 --	150 --	153 ---	4 ---	149 ---		
Blind one eye:----------	5 --	1151 --	1156 ---	72 ---	1084 ---		
Inflammation of middle ear, chronic:--------	1 --	3 --	4 ---	---	4 ---		
Deafness: ------------	--	13 --	13 ---	1 ---	12 ---		
Deaf mutism:------------	--	3 --	3 ---	---	3 ---		
Inflammation, soft parts of nose, chronic:----	--	1 --	1 ---	---	1 ---		
Nasal catarrh, chronic:--	--	1 --	1 ---	---	1 ---		
Varix:------------------	--	10 --	10 ---	3 ---	7 ---		
Obstruction of larynx of neck:-----------------	--	1 --	1 ---	----	1 ---		
Bronchitis, chronic:-----	--	1 --	1 ---	----	1 ---		
Empyema:----------------	--	1 --	1 ---	1 ----	--		
Caries of jaw:----------	--	1 --	1 ---	----	1 ---		
Defective teeth:--------	--	1 --	1 ---	----	1 ---		
Abscess of dental periostium:--------------	--	2 ---	2 ---	----	2 ---		
Enlargement of the superior maxilla:---------	--	2 ---	2 ---	----	2 ---		
Hypertrophy of tonsils:----	--	2 ----	2 ---	----	1 ---		1
Hernia:-----------------	--	13 ----	13 ---	----	13 ---		
Weak abdominal wall:------	1 --	4 ----	5 ---	1 -----	4 ---		
Jaundice:---------------	--	5 ----	5 ---	----	5 ---		
Inflammation of peritoneum, tubercular, chronic:---	1 --	----	---	---	1 ---		
Hypertrophy of neck:-----	--	8 ----	8 ---	1 ---	7 ---		
Inflammation, glands of neck, acute:----------	--	1 ----	1 ---	----	1 ---		
Goitre:-----------------	3 --	553 ----	556 ---	20 -----	536 ---		
Phimosis:---------------	--	1 ----	1 ---	----	1 ---		
Hydrocele:--------------	--	24 ----	24 ---	5 -----	19 ---		
Varicocele:-------------	--	9 ----	9 ---	1 -----	8 ---		

CLASS "B"	From last year	Certified:	Total:	Deported:	Landed:	Remaining:
Pregnancy:	--	8 --	8 ---	7 --	1 --	
Osteomyelitis:	--	1 ---	1 ---	1 --	--	
Stiff joint, shoulder,	--	1 ---	1 ---	---	1 ---	
Stiff joint, elbow:	--	3 ---	3 ---	---	3 ---	
Stiff joint, finger:	--	13 ---	13 ---	1 ---	12 ---	
Stiff joint, hip:	--	4 ---	4 ---	---	4 ---	
Stiff joint, knee:	--	4 ---	4 ---	---	4 ---	
Stiff joint, ankle:	--	1 ---	1 ---	---	1 ---	
Knock knees:	--	29 ---	29 ---	2 ---	27 ---	
Bow legs:	--	18 ---	18 ---	---	18 ---	
Potts disease:	--	1 ---	1 ---	---	1 ---	
Curvature of spine:	1 --	190 ---	191 ---	25 ---	166 ---	2
Atrophy of arm:	--	2 ---	2 ---	1 ---	1 ---	
Atrophy, muscles of hand:	--	1 ---	---	---	1 ---	
Atrophy of leg:	--	11 ---	11 ---	---	11 ---	
Atrophy of foot:	--	1 ---	1 ---	---	1 ---	
Atrophy of testicles:	--	1 ---	1 ---	---	1 ---	
Contracture of fingers:	--	1 ---	1 ---	---	1 ---	
Ganglion of wrist,	--	1 ---	1 ---	---	1 ---	
Restricted movement of head	--	1 ---	1 ---	---	1 ---	
Stiff neck:	--	1 ---	1 ---	---	1 ---	
Club Feet:	--	9 ---	9 ---	---	9 ---	
Flat feet:	1 --	32 ---	33 ---	3 ---	30 ---	
Inflammation, skin of ear, acute:	--	1 ---	1 ---	---	1 ---	
Suppuration con. tissue of jaw:	--	1 ---	1 ---	---	1 ---	
Suppuration con. tissue of hand, chronic:	--	3 ---	3 ---	---	3 ---	
Eczema:	--	4 ---	4 ---	---	4 ---	
Impetigo:	--	1 ---	1 ---	---	1 ---	
Herpes:	--	5 ---	5 ---	---	5 ---	
Psoriasis:	--	15 ---	15 ---	6 ---	9 ---	
Lupus:	--	2 ---	2 ---	1 ---	1 ---	
Ichthyosis:	--	3 ---	1 ---	2 ---	---	
Keratosis:	--	1 ---	1 ---	---	1 ---	
Warts:	--	1 ---	1 ---	---	1 ---	
Leucoderma:	--	3 ---	3 ---	---	3 ---	
Albinism:	--	1 ---	1 ---	---	1 ---	
Acne:	--	5 ---	5 ---	1 ---	4 ---	
Acne rosacea of nose:	--	1 ---	1 ---	1 ---	---	
Alopecia:	--	5 ---	5 ---	---	5 ---	
Injury of arm:	--	1 ---	1 ---	---	1 ---	
Injury of ankle joint, left,	--	1 ---	1 ---	---	1 ---	
Burn of foot:	--	1 ---	1 ---	1 ---	---	
Wound of abdominal wall, partially healed:	--	1 ---	1 ---	---	1 ---	

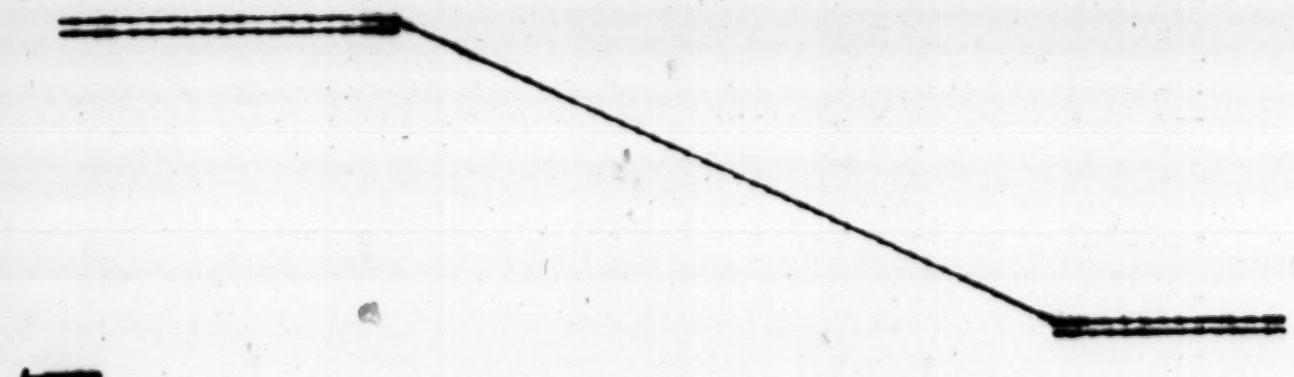
CLASS "S"	Year last year	Certified:	Total:	Deported:	Landed:	Remaining:
Wound of ear, infected,	--	1	1	--	1	--
Wound of hands, lacerated,	--	1	1	---	1	--
Contusion of lip:-------	--	1	1	---	1	--
Scars of face:----------	--	8	8	---	8	--
Sinus of face:----------	--	1	1	---	1	---
Scar of neck:----------	--	1	1	---	1	---
Scars of hand:----------	--	1	1	---	1	---
Scar of leg:----------	--	1	1	---	1	---
Ununited fracture of jaw:-	--	1	1	---	1	---
Fracture of nose:--------	--	1	1	---	1	---
Dislocation of jaw:------	--	4	4	---	1	---
Fracture of arm:---------	--	8	8	---	8	---
Fracture of humerus:------	--	1	1	---	1	---
Potts fracture:----------	--	1	1	---	1	---
Fracture of radius:------	--	1	1	---	1	---
Fracture of bone of heel:	--	1	1	---	1	---
Dislocation of hip:------	1 --	21	22	---	1 --- 21	---
Flat chested:----------	--	2	2	---	2	---
Deformity of skull:------	--	1	1	---	1	---
Defective frontal bone:---	--	1	1	---	1	---
Deformity of eyelid:------	--	1	1	---	1	---
Deformity of nose:--------	1 --	11	12	---	2 --- 10	---
Deformity of jaw:--------	--	22	22	---	1 --- 21	---
Deformity of lip:--------	2 --	1	1	---	1	---
Deformity of ear:--------	--	9	9	---	9	---
Deformity of neck:--------	--	1	1	---	1	---
Deformity of spine:-------	--	2	2	---	2	---
Deformity of arm:---------	--	1	1	---	1 ---	---
Deformity of shoulder:----	--	2	2	---	2	---
Deformity of elbow joint:--	--	4	4	---	1 --- 3	---
Deformity of hand:-------	--	6	6	---	6	---
Deformity of finger:------	--	40	40	---	2 --- 38	---
Deformity of thumb:------	--	5	5	---	5	---
Deformity of leg:--------	--	14	14	---	14	---
Deformity of feet:-------	--	3	3	---	3	---
Deformity of toes:-------	--	1	1	---	1	---
Deformity of chest:------	1 --	10	11	---	1 --- 10	---
Shortness of leg:--------	--	58	58	---	2 --- 56	---
Lameness:----------	--	23	23	---	23	---
Loss of part of upper lid:	--	1	1	---	1	---
Loss of nose:----------	--	1	1	---	1	---
Loss of part of hard and soft tissue of nose:---	--	6	6	---	6	---
Loss of part of jaw:-----	--	5	5	---	2 --- 3	---
Loss of ear:----------	--	1	1	---	1	---
Loss of teeth:----------	--	5	5	---	5	---
Loss of arm:----------	--	1	1	---	1	---
Loss of hand:----------	--	1	1	---	1	---

**

CLASS "C"	Rem last year	Certified	Total	Deported	Landed	Remaining
Loss of fingers:-------	--	6 --	6 --	---	6 --	
Loss of finger:---------	--	117 --	117 --	5 ---	111 --	1
Loss of thumb:----------	--	13 --	13 --	1 ---	12 --	
Loss of leg:------------	--	7 --	7 ---	---	7 --	
Loss of foot:----------	--	2 --	2 ---	---	2 --	
Senility:---------------	2 --	508 --	510 ---	13 ---	497 --	
Lack of physical development:------------	--	5 --	5 ---	1 ---	4 --	
Poor muscular development	--	1 ---	1 ---	---	1 --	
Dwarf:-----------------	--	8 ---	8 ---	---	8 --	
Undersized:------------	--	171 --	171 ---	19 ---	152 --	
[illegible]------------	26	[illegible]	[illegible]	379	5974	5

RECAPITULATION

Total Class "A". (1)	6	--	243	---	249	---	210	-----	34	-- 5
Total Class "A" (2)	43	--	1369	--	1406	--	1308	----	69	-- 35
Total Class "B" ------	168	--	11072	-	11240	--	3505	---	7669	-- 66
Total Class "C" -----	26	--	4232	--	4258	--	379	---	5974	-- 5
[illegible]----------	24	-	[illegible]	-	[illegible]	--	[illegible]	--	[illegible]	-- [illegible]



RACE OF IMMIGRANTS DEBARRED ON MEDICAL CERTIFICATES DURING THE FISCAL YEAR ENDED JUNE 30th, 1911:

African Black:	14	---	4	---	---	---	---	---	18
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	---	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	---	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	---	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	---	---	---	---	[illegible]
[illegible]	---	---	---	---	---	---	---	---	[illegible]
[illegible]	[illegible]	---	---	---	---	---	---	---	[illegible]
[illegible]	108	---	11	---	---	---	---	---	119
[illegible]	[illegible]	---	[illegible]	---	---	---	---	---	[illegible]
[illegible] & Flemish:	[illegible]	---	[illegible]	---	[illegible]	---	---	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	[illegible]	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	---	---	[illegible]	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	---	---	---	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	[illegible]	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	[illegible]	---	[illegible]
[illegible]	---	---	---	---	---	---	---	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	---	---	[illegible]
[illegible]	[illegible]	---	[illegible]	---	[illegible]	---	[illegible]

SUMMARY OF HOSPITAL TRANSACTIONS:

FISCAL YEAR ENDED JUNE 30th, 1911

Number of patients in hospital at beginning of year:-------	98
Patients admitted to hospital during year:----------	6,043
Total treated: - men, 3322; women, 1579; male children 685; female children, 555:----------	6,141
Births:--- male, 8; female, 5 ----------	13
Deaths:---men, 19; women, 5; male children, 12; female children, 4 ----------	40
Pay patients treated during the year:----------	5,785
Free patients treated during the year:----------	356
Days treatment for pay patients;----------	34,266
Days treatment for free patients:----------	3,242
Total days treatment for hospital cases:----------	37,508
Daily average number of patients in hospital:----------	103
Patients in hospital at end of year:----------	110

HOSPITAL	From previous year	Admitted during year	Total treated:-	Recovered:	Improved:	Not Improved:	Died:	Remaining at end of year	Days treatment:
Immigrant:--------	98	6043	6141	2266	1572	2153	40	110	37,508

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Medical and Surgical Report of diseases and injuries treated in the United States Immigrant Hospital during the fiscal year ended June 30th, 1911.	Fr. preceding yr.	Admitted:	Total:	Recovered	Improved:	Not Improved:	Died:	Remaining:
Beri-beri:----------		2	2			2		
Chicken-pox:----------		1	1					1
Cow-pox:----------		4	4		4			
Dysentery:----------		2	2	2				
Enteric fever:----------	1	6	7	7				
Erysipelas:----------	1	25	26	26				
Gonorrhoea:----------	2	36	38		3	32		3
Influenza:----------		7	7	5	2			
Malaria:----------		8	8	2	1	5		
Malarial fever, intermittent		38	38	27	11			
Malarial fever, remittent:		5	5	3	2			
Malaria, chronic:--------		16	16		1	15		
Measles:----------		2	2					2
German measles:----------		1	1	1				
Mumps:----------		27	27	24	2			1
Pneumonia lobar:--------		53	53	41	2		10	
Pyaemia:----------		1	1				1	
Rheumatism:----------		1	1	1				
Rheumatic fever:---------		18	18	15	3			
Scarlet fever:----------		1	1					1
Syphilis, secondary:-----		20	20			20		
Syphilis, tertiary:------		3	3			3		
Tuberculosis:----------		69	69			64	4	1
Whooping cough:----------	1	7	8	1	7			
Anaemia:----------	1	7	8		6	2		
Cretinism:----------		1	1			1		
Exopthalmic goitre:-----		1	1			1		
Gout:----------		1	1	1				
Leucocythaemia:----------		1	1			1		
Osteo-arthritis:--------		1	1		1			
Coloboma:----------		1	1		1			
Rickets:----------		2	2		1	1		
New growths:----------		2	2			2		
Cyst:----------		1	1		1			
Favus:----------		69	69			68		1
Tinea tonsurans:----------	2	54	56			55		1
Tinea circinati:---------		3	3	2	1			
Taenia saginata:---------		1	1		1			
Tinea unguium:----------		2	2			2		
Effects of parasites:----		2	2		2			
Scabies:----------	2	25	27	25	2			
Pediculus vestimenti:----		1	1	1				
Pediculus, capitis:------		11	11	9	2			
Oxyuris vermicularis:------		1	1	1				
Ankylostomum duodenale:		1	1			1		
Blastomycosis:----------		1	1	1				

1	2	3	4	5	6	7	8
Bothriocephalus latus:----	1	1		1			
Effects of injury, loss of toe:----------	1	1			1		
Degeneration posterior column of spinal cord:-----	3	3			3		
Inflammation of nerves, acute	1	1	1				
Cerebro-spinal fever:-----	2	2				2	
Hemorrhage, cerebral:-------	1	1				1	
Arterio Sclerosis:--------	3	3			3		
Hydrocephalus:----------	3	3			3		
Apoplexy:----------	1	1				1	
Monoplegia:----------	1	1			1		
Hemiplegia:----------	9	9			9		
Paraplegia, spastic:-------	3	3			3		
Paralysis, local:---------	2	2			1		1
Tremor:----------	7	7		1	6		
Chorea, acute:----------	1	1	1				
Athetosis:----------	1	1			1		
Epilepsy:----------	13	13			13		
Headache:----------	3	3	2	1			
Neuralgia:----------	2	2	1	1			
Alcoholism, acute:-------	12	12	10	2			
Alcoholism chronic:-----	7	7			7		
Hysteria:----------	3	3	3				
Stammering:----------	7	7			7		
Neurasthenia:----------	1	1			1		
Idiot:---------- 1	11	12			12		
Imbecile:----------	28	28			28		
Feeble-minded:----------	85	85			84		1
Insane:---------- 2	207	209			200		9
Melancholia:----------	1	1			1		
Mental instability:-----	1	1			1		
Mentally deficient:-----	1	1					1
Trachoma:---------- 44	1182	1226	6	7	1179		34
Cicatricial eyelids:---- 1	411	412		408			4
Conjunctivitis, acute:-- 7	453	460	18	442			
Conjunctivitis, chronic: 1	181	182	2	176	2		2
Conjunctivitis, purulent	74	74	34	39	1		
Conjunctivitis, follicular 1	48	49		39			10
Conjunctivitis, phlyctenular 1	23	24	12	12			
Spring catarrh:----------	4	4			4		
Pterygium:----------	1	1			1		
Keratitis:---------- 2	27	29	19	8	1		1
Ulcer of cornea:-------	8	8	2	5			1
Opacity of cornea:-----	1	1			1		
Staphyloma:----------	1	1			1		

	1	2	3	4	5	6	7	8
Deformity of eyelid:		2	2		1	1		
Iritis:----------		1	1		1			
Degeneration and atrophy of retina:----------		1	1			1		
Lenticular cataract:---		1	1			1		
Dislocation of lens:----		1	1			1		
Blind one eye:---------		3	3			3		
Defective vision:-------		1	1			1		
Squint:----------		1	1			1		
Nystagmus:----------		4	4			4		
Dacryo-cystitis:-------		2	2	1	1			
Blepharitis marginalis:		5	5		3	2		
Stye:----------		10	10	2	8			
Ecchymosis of conjunctiva:		2	2	1	1			
Trichiasis:----------		1	1			1		
Inf. Mastoid Cells, sup:		1	1				1	
Inflam. mastoid cells, operated:----------		3	3	1	2			
Inflam. middle ear, acute:	1	15	16	7	9			
Inflam. middle ear, suppurative:----------	1	40	41	11	27	2		1
Inflam. middle ear, suppurative, chronic:----	1	2	3		2	1		
Inflam. of nose, soft parts		1	1			1		
Ozena:		2	2			2		
Deafness:----------		9	9			9		
Deafness and dumbness:--		7	7			7		
Defective hearing and speech		1	1			1		
Epistaxis:----------		3	3	2	1			
Valvular disease of heart:		40	40			38	2	
Fatty degeneration of heart:		1	1				1	
Syncope:----------		6	6	6				
Disordered action of heart:		2	2			2		
Arterial sclerosis:--------		2	2			2		
Phlebitis:----------		2	2	2				
Varix:----------		28	28			28		
Inflam. of larynx, acute:---		6	6	4	2			
Inflam. of larynx, chronic:		2	2			2		
Bronchitis, acute:--------	1	112	113	80	33			
Bronchitis, chronic:-------		13	13		6	7		
Broncho-pneumonia:---------		17	17	7			10	
Emphysema:----------		1	1		1			
Empyema:----------		5	5	1	1	3		
Pleurisy, acute:----------	1	18	19	13	4	1		1
Pleurisy, chronic:---------		3	3			3		
Inflam. of mouth:----------		1	1		1			
Inflam. dental periosteum:		1	1		1			

	1	2	3	4	5	6	7	8
Disorders of dentition:		6	6	1	5			
Abscess of dental periosteum	1	17	18	11	7			
Sore throat:- ----------		1	1	1				
Inflam. tonsils, acute:----	1	57	58	47	11			
Inflam. tonsils, suppurative		2	2	2				
Inflam. tonsils, follicular		215	215	186	28			1
Hypertrophy of tonsils:----		4	4		4			
Inflam. of pharynx, acute:	2	50	52	45	7			
Inflam. of stomach, acute:	1	1	2	2				
Indigestion:----------		12	12	11	1			
Vomiting of pregnancy:--		1	1				1	
Appendicitis:----------		4	4	4				
Enteritis:----------		3	3	1		1	1	
Hernia:----------		16	16			16		
Diarrhoea:----------		2	2	2				
Constipation:----------		34	34	33				1
Ischio-rectal abscess:----		2	2	2				
Ulceration of anus:-------		1	1	1				
Piles:----------		1	1			1		
Inflam. of liver, chronic:		1	1			1		
Jaundice:----------	1	4	5		5			
Calculi:----------		1	1		1			
Inflam. peritoneum, chronic	1		1				1	
Inflam. peritoneum, tubercular:----------		1	1			1		
Inflam. lymph glands, acute:		8	8	3	3	2		
Inflam. lymph glands, chronic		8	8		1	7		
Inflam. lymph glands, suppurative:----------		20	20	8	9	2		1
Hypertrophy lymph glands,		1	1			1		
Goitre:----------		9	9			9		
Addison's disease:------		1	1				1	
Bright's disease:-------		5	5			4	1	
Inflam. of bladder:------		1	1		1			
Retention of urine:------		1	1	1				
Hypertrophy of prostate:---		1	1			1		
Inflam. glans penis:------		8	8	8				
Ulcer of penis:----------		15	15			15		
Epididymitis:----------		3	3		3			
Orchitis:----------		2	2	1	1			
Dysmenorrhoea:----------		2	2		2			
Metorrhagia:----------		1	1	1				
Leucorrhoea:----------		3	3		3			
Effects of child-birth:	2	25	27	24				3
Pregnancy:----------		3	3			3		
Abortion:----------		2	2	2				
Missed abortion:---------		1	1	1				
Still birth:----------		1	1	1				

	1	2	3	4	5	6	7	8
Inflam. mammary glands, suppurative:	-	1	1	1				
Osteomyelitis:---------		4	4		1	3		
Osteomyelitis:-chronic--		4	4			4		
Inflam. of bone, acute:--		1	1		1			
Necrosis of bone:--------		3	3			3		
Inflam. of bone, chronic:		1	1			1		
Hypertrophy of bones:----		1	1		1			
Synovitis, acute:--------		1	1	1				
Inflam. of joint, chronic:		8	8		1	7		
Stiff joint:------------		4	4			4		
Ankylosis:-------------		6	6			6		
Knock-Knee:------------		1	1			1		
Caries of spine;--------		1	1	1		1		
Curvature of spine;-------	1	3	4			4		
Muscular atrophy;------		1	1			1		
Pseudo-hypertrophic paralysis		1	1			1		
Lumbago:----------		1	1	1				
Myalgia;----------		2	2	2				
Inflam. of joint, acute:		1	1	1				
Inflam. of bursae:-------		1	1		1			
Deformity of foot:-------		2	2			2		
Deformity of fingers:----		1	1	1		1		
Flat foot:-------------		3	3			3		
Deformity of hip:--------		1	1		1			
Inflam. con. tissue:---	1	15	16	7	7	2		
Inflam. con. tissue, suppurative;----------		4	4		3			1
Inflam. con. tissue, chronic		1	1			1		
Abscess of con. tissue;--	1	37	38	17	18	1		2
Oedema of con. tissue;---		3	3	2	1			
Urticaria;------------		1	1		1			
Eczema;----------		29	29	9	17	3		
Eczema, chronic;--------		2	2			2		
Impetigo;----------		70	70	24	45	1		
Carbuncle:----------		5	5	1	3			1
Boil;----------		20	20	10	10			
Frost bite;----------		1	1	1				
Herpes;----------		3	3	1	2			
Psoriasis;----------		5	5		1	4		
Ichthyosis;----------		1	1			1		
Leucodermia;----------		1	1			1		
Lupus:----------		4	4			4		
Ulcer of skin;----------		4	4		2			
Ulcer of skin, chronic;--		2	2			2		
Seborrhoea;----------		4	4		3	1		
Acne:----------		3	3		3			

	1	2	3	4	5	6	7	8
Prickly heat:------		1	1		1			
Sycosis barbae:-----		23	23			22		1
Beaded hairs:-------		1	1			1		
Alopecia:----------		1	1			1		
Effects of heat:------		1	1	1				
Heat stroke:---------		1	1	1				
Effects of irritants:		1	1	1				
Sprain of wrist.------		2	2		2			
Sprain of knee:--------		2	2	2	1			
Sprain of ankle:-------		4	4	3				
Abrasion of skin:------		4	4	2	2			
Burn of skin:---------		10	10	3	7			
Fracture, vault of skull:		1	1	1				
Fracture, vault and base of skull:----------		1	1				1	
Fracture of clavicle:---		1	1			1		
Fracture of humerus:---		3	3	1	2			
Fracture of radius:-------		1	1	1				
Fracture of ulna:------		1	1		1			
Fracture of arm, both bones:----------		7	7	2	3	2		
Contusion of knee:-----		1	1	1				
Contusion of hip:----		2	2	1	1			
Contusion of foot:------		2	2		2			
Wound of foot, contused:		1	1	1				
Wound of foot, infected:		1	1	1				
Wound of foot, lacerated		2	2	1	1			
Fracture of femur:-----		4	4	3				1
Fracture of femur, comminuted:----------		1	1	1				
Fracture of tibia:-----		3	3	1	2			
Fracture of fibula:----		4	4	3				1
Fracture of leg, both bones:----------		1	1	1				
Fracture of os calcis:		1	1		1			
Osteoma:----------		1	1			1		
Debility:----------		16	16	5	10			1
Malformation of heart:--		1	1				1	
Malformation of hip:-		1	1			1		
Lack of physical development		4	4			4		
Senile debility:-------		12	12			12		
Gun-shot wound of neck:		1	1	1				
Dislocation of jaw:-----		1	1	1				
Wound of eye lid, incised:		1	1		1			
Wound of eye ball:------		2	2		1	1		
Wound of scalp, incised:--		6	6	3	3			

	1	2	3	4	5	6	7	8
Wound of hand, lacerated:		2	2	1	1			
Wound of hand, infected:		1	1		1			
Wound of face, incised:		1	1		1			
Wound of face, lacerated:		2	2	1	1			
Wound of forehead, lacerated:		2	2		2			
Wound of neck, infected:		2	2	2				
Wound of finger, lacerated:		6	6		6			
Wound of abdomen:----------		2	2	1	1			
Contusion of shoulder:-----		1	1		1			
Infancy:----------	2	26	28			25		3
Accompanying:----------	4	447	451	447				4
Observation:----------	5	835	840	828				12
TOTALS:----------	98	6043	6141	2266	1572	2153	40	110

GWE

RACE AND SEX OF IMMIGRANTS ADMITTED TO HOSPITAL DURING FISCAL YEAR ENDED JUNE 30th. 1911.

RACE	MEN	WOMEN	DESERTERS		TOTAL
			Male	Female	
African:	21	10	2	3	36
Albanian:	23		1		24
Armenian:	78	15	4	7	104
Bohemian:	10	8		3	21
Bulgarian:	51				51
Croatian:	51	20	8	3	82
Dalmatian:	10	5	2	2	19
Dutch and Flemish:	30	22	15	9	76
English:	56	29	11	9	105
Finnish:	22	7	1	6	36
French:	32	18	3	7	60
German:	189	135	61	46	429
Greek:	411	36	18	11	476
Hebrew:	351	287	140	118	896
Irish:	73	66	13	11	163
Italian, South:	759	374	172	151	1456
Italian, North:	117	44	19	18	198
Lithuanian:	93	60	13	19	185
Magyar:	40	39	19	22	120
Mexican:	1	1			2
Montenegrin:	3	1	1		5
Polish:	239	185	68	47	539
Portuguese:	19	7	7		33
Roumanian:	16	8	6	6	36
Russian:	97	9	4	1	111
Ruthenian:	68	31	8	5	102
Scandinavian:	63	39	6	6	134
Scotch:	22	14	4	3	43
Servian:	12	4	2	2	20
Slovak:	78	46	24	21	169
Spanish:	36	5	3	4	47
Syrian:	113	65	26	9	213
Turkish:	11				11
Welsh:	7	5	2	2	14
West Indian:		1			1
Not specified:	82	17	7	9	115
TOTALS:	3275	1559	671	540	6045

[illegible] AND SEX OF PATIENTS ADMITTED TO HOSPITALS
[illegible] YEAR ENDED JUNE 30th, 1914:

Nativity:	Men	Women	Children		Total:
			Male	Female	
Austria-Hung:	531	384	146	118	1,118
[illegible]	10	10	4	3	27
[illegible]	1				
[illegible]	4	11	3	3	21
[illegible]	3	3	3	3	12
[illegible]	3	3	1	1	8
[illegible]	14	14	14	14	56
[illegible]	1	1			2
[illegible]	963	414	191	144	1,611
[illegible]	1	1	1		3
[illegible]	1	1		1	3
[illegible]	1	1			2
[illegible]	1	1		1	3
[illegible]	1	1			2
[illegible]	1	1	1	1	4
[illegible]	1	1			2
[illegible]	1	1			2
[illegible]	1	1			2

CLERICAL WORK

Permits and admission record cards sent to hospital and filed in office upon admission of patients:----------	24,372
Notices to steamship companies upon admission of patients:--	2,239
Certificates rendered of arriving aliens:----------	16,910
Certificates rendered, public charge cases:----------	168
Minor defects recorded:----------	383
Receipts given patients for money and valuables held for safekeeping, in amount $157,759m - 1001 watches and 816 pieces of jewelery:----------	4,089
Receipts cancelled money and valuables returned to patients, in amount $156,739 - 983 watches and 816 pieces of jewelery:-	4,029
Receipts for money and valuables still on hand in amount $1,020.00 and 18 watches:----------	60
Daily report of hospital transactions rendered to the Commissioner of Immigration and Chiefs of Division:----------	2,109
Number of Destination Cards, Immigrants from Cholera Infected Countries, sent to State Boards of Health:----------	90,556
Weekly Summary of Immigrants from Cholera Infected Countries sent and filed:----------	210
Reports of immigrants placed in hospital rendered to Chief of Registry Division:----------	980
Ship Surgeon's report of diseases and injuries occuring among immigrants during the voyage, received and filed:----------	1,083
Vouchers received and forwarded for payment:----------	313
Checks received and forwarded:----------	1,402
Letters and telegrams received:----------	1,670
Letters and telegrams sent:----------	2,210

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FINANCIAL STATEMENT

William J. Hurley.

Contractor for burials:

To the burial of deceased immigrants from Immigrant Hospital, Ellis Island, New York Harbor:----------	$449.50	By bills rendered steamship companies for burial of deceased:----	$449.50
Total;----------	$449.50		$449.50

FINANCIAL STATEMENT

Medical Examination

To the salaries of officers and attendants of the Public Health and Marine-Hospital Service on Medical examination duty:----------	$60,314.18	By expense of maintaining medical examinations, covering salaries, commutation of quarters, car-fare, and ferriage of all officers, and attendants on duty in connection with the medical examination of immigrants:--------	$66,045.09
To commutation for quarters of officers of the Public Health and Marine-Hospital Service:----------	4, 633.00		
To traveling expense, car-fare, ferriage, etc.-------	1, 097.91		
TOTAL:----------	$66, 045.09		$66,045.09

NOTE:-- The Medical Examination Statement does not include the salaries of Pharmacist and Attendants on duty in Immigrant Hospital.

FINANCIAL STATEMENT

IMMIGRANT HOSPITAL

To salary of pharmacist and attendants, Public Health & Marine-Hospital Service:----	$21,157.02	By bills rendered steamship companies for care and maintenance of immigrant patients:----------	$37,001.75
To subsistence supplies:---	19,240.51		
To medical supplies:------	1,203.07	By bills rendered individuals for care and maintenance of immigrant patients:------	2,331.50
To surgical instruments:--	221.15		
To furniture:----------	416.31	To balance ----------	4,126.36
To miscellaneous supplies:-	1,221.57		
Total for Immigrant Hospital:	$43,459.61	Total for Immigrant Hospital:----------	$43,459.61
Amount brought forward:----	66,494.59	Amount br't. forward	66,494.59
GRAND TOTAL:----------	$109,954.20		109,954.20

NOTE:- The above statement does not include the salaries of Medical Officers on duty in Immigrant Hospital, as that item is included in Medical Examination Statement, nor the expense of fuel, light, water, repairs and preservation of buildings, as it is impracticable to estimate the cost of these items.

GWM

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Geo. W. Stoner
Surgeon, P. H. & M. H. S.
& Chief Medical Officer

Information as per Reports by Immigration Officials Relative to Cases of the Different Classes Landed.

CLASS A (1)

Landed, U. S. Citizen or U. S. Born	14
" on appeal	16
" in transit to Mexico	1
Died	3
Total	34

CLASS A (2)

Landed U. S. Citizen or U. S. Born	18
" temporarily for treatment	13
" after treatment in hospital, recovered	7
Escaped	3
Died	1
Landed on appeal	27
Total	69

CLASS B.

Landed, U. S. Citizen or U. S. Born	7
" on appeal	279
" on bond	336
" by Board of Special Inquiry or by Immigrant inspector	7038
" after treatment in hospital, recovered	1
Died	8
Total	7669

CLASS C.

Landed on appeal	24
" on bond	9
" by Board of Special Inquiry or by Immigrant Inspector	3940
Died	1
Total	3974

RECEIVED


P
M
CHIEF CLERK U.S. IMMIGRATION SERVICE
ELLIS ISLAND
1911
AUG
12

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

53294/8 August 7, 1911.

Commissioner of Immigration,
Ellis Island, N. Y. H.

Sir:

I have received your letter of August 2d, Nos. 21416 and 98523/182, giving synopses of features to be covered in your forthcoring annual report, six items being specified, which it is your purpose to cover at some length. The points mentioned are categorically disposed of, as follows:

1. The Official Force: I agree absolutely with what you state as to the field to be covered regarding the official force.

2. "Separation of Families:" "Separation of families" is a term which should be well understood and I approve your intention in regard thereto.

3. Resolution to investigate Ellis Island: Your plan is approved.

4. Proceedings in Federal Courts: I think that your suggestion with regard to pointing out the abuse of writs of habeas corpus is a good one.

5. The Physical and Mental Defect Clause: I think you make a splendid suggestion with regard to calling attention to the inadequacy of the present law to reach the cases of feeble-minded children.

6. Administrative Defects in the Present Law: Either of the plans you suggest to call attention to defects in the present law will be satisfactory to the Bureau.

I have gone over the preliminary draft of the first sub-division of your report with reference to improvements, either already made or in contemplation, at Ellis Island and see nothing therein which requires change in any way. It might be a good plan, and I submit it for your consideration, to insert in your report, at the appropriate place, a tabulated statement showing just what appropriations for improvement are being estimated for at the present time. As you have already been advised, it is my intention to submit the estimates which were discussed at the time you were in Washington several weeks ago, just in the form that you submitted them to the Bureau and I can therefore see no objection to using the information in your annual report.

Respectfully,

(Signed) Daniel J[illegible]

Commissioner-General.

WW

53794-8

Department of Commerce and Labor

IMMIGRATION SERVICE

21416
98621/182

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

August 2, 1911.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

In your 52067 of May 31, 1911, you directed me to submit my annual report as soon as practicable after July 1. Various matters, with some of which you are familiar, have prevented me from completing this report. The two first sub-divisions thereof are completed except as to certain changes in language. The others are only mapped out. I shall deal with the following further topics along lines with which you are more or less familiar.

1. THE SPECIAL BOARD.

I shall point out that I have under me a conscientious, intelligent and industrious body of men who have a very difficult task to perform, explaining but ofly why. I shall deal with the principal criticisms of board work, including the misleading statement that [illegible] of the appeals they are over-ruled. They decide over [illegible] cases a year. I shall show that taking into consideration all of the boards' decisions, admissions and exclusions, but a very small percentage is interfered with by the higher authorities.

2. "SEPARATION OF FAMILIES".

I shall show how this phrase is used against the Government regardless of the facts. I shall show that most so-called "separations" are voluntary and occur in Europe. I shall cite cases similar to those cited before the Dukes Committee.

3. RESOLUTION TO INVESTIGATE ELLIS ISLAND.

I do not know just what I shall say, but I shall say something about this. I shall point out the failure to produce any proof against Ellis Island at the hearings and that at the end Mr. Sulzer materially modified his method and point of attack. I shall deal briefly with the false newspaper stories which are connected about Ellis Island somewhat in the manner I did at the hearing of July 10.

4. PROCEEDINGS IN FEDERAL COURTS.

I shall point out that there are constantly pending from 40 to 50 active matters in the New York Federal Courts, absorbing them by classes. Then I shall say that writs of habeas corpus lie only where abuse of authority can be shown (citing authority) and yet that many writs are sued out improperly and used against the executive branch of the Government as a club, virtually all such writs being dismissed on return. I shall quote Judge Holt's views as to the supposed inadequacy of the system provided by Congress in relation to the deportation of certain aliens who have been in the country less than three years and shall show that our experience is contrary to Judge Holt's views. I shall mention that we deport 1,[illegible] people per annum without even a suggestion that our action was erroneous, except in cases too few to require mention.

5. THE PHYSICAL AND MENTAL DEFECT CLAUSE.

I shall refer back to what I said in my last annual report on this point, and in addition shall say in regard to feeble-mindedness that idiocy and imbecility can usually be recognized in infancy; that feeble-mindedness cannot be discovered so easily and is usually detected as the child approaches the school age; therefore our present laws and system provide no means of detecting feeble-mindedness in very young children, which fact perhaps accounts for the presence of so many feeble-minded alien children in the schools of New York.

6. ADMINISTRATIVE DEFECTS IN THE PRESENT LAW.

I may either enumerate the more glaring ones or refer to the fact that they have been taken into account

in the proposed new law appended to the Commissioner-General's report.

My annual report will probably be one longer this year than last year. I can write a much better one after I have been away for two weeks than I can now and expect to place it before you during the first week in September. I enclose copy of the sub-divisions that have been completed.

Respectfully,

Imp. 29569 Commissioner.
WL

Department of Commerce and Labor
IMMIGRATION SERVICE

98523/182

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

I submit herewith my annual report with reference to Ellis Island affairs for the year ended June 30, 1911. During this period 749,642 aliens were inspected under the immigration law at the port of New York. Of these 605,384 were promptly admitted on first inspection, the remainder being detained for various causes, about one-half of them for what is known as "special inquiry". Deportations through Ellis Island during the last fiscal year numbered about 14,500, of which about 1,500 related to aliens who after entry had been found to be here in violation of law.

IMPROVEMENTS TO PLANT.

Numerous changes have been made during the last twelve months in the interior of the main building calculated to render it more appropriate than it was for the work therein carried on.

1. Through a special appropriation requested in 1909 and granted in 1910 a fine new story has been erected on the

west wing so that we now have adequate space in which to detain during day time those held for special inquiry, also a proper room for the numerous stenographers serving on boards of special inquiry. Through a simple readjustment of space on the main floor there now exist eight well appearing board rooms and two supplementary witness rooms. Special inquiry business in all its branches is now transacted without being prejudiced by lack of room, and thus one of the serious defects of the building to which two years ago I directed attention has been completely remedied.

2. The Information Office, to which thousands of residents come every year to inquire concerning immigrants, has been quadrupled in size by throwing a number of small rooms into one. The present area is adequate and, in addition, is now handsomely tiled and wainscoted.

3. The medical offices have been moved from the main floor to the floor below in the east wing of the main building. The new quarters are larger and handsomely tiled and wainscoted so that they are more sanitary than the old ones. Those immigrants whom our surgeons find necessary to send to hospital are no longer required to climb any stairs. The new quarters, however, though two and a half times as large as the old ones are still inadequate for a proper execution of the law relating to the detection of the physically and mentally defective. Congress refused to appropriate the

amount requested for this purpose and we have done the best we could out of our general allotment.

4. The removal of the medical offices from the main floor left the whole of the latter available for primary inspection. But the old stairway created a large opening in the middle of this floor and also failed to land the immigrants at the proper point. This defect has been remedied through the elimination of the old stairway and the construction of a new one beneath the gallery. Thus the capacity of the main floor for inspection purposes has been almost doubled.

5. A new stairway has been constructed from the Information Office to the immigrants' dining-room thereby reducing the distance between these two points to one-fifth of what it formerly was. The saving in time and effort thereby effected will be appreciated when it is remembered that several hundred immigrants use this stairway three times a day in both directions, as well as numerous friends of detained immigrants who desire to go to the "interview corridor".

6. The wooden barracks on the north side of the island have been removed, together with much debris - the accumulation of years, and the ground properly graded. It will be seeded in grass in the autumn.

7. Electrical connection has been made between the

power plant and the new contagious disease hospitals on No. 3 island. These hospitals were opened for use at the end of last June.

Numerous other minor changes of a practical character have been made tending to facilitate the performance of our work.

RECOMMENDATIONS FOR ADDITIONAL SPACE.

While the special inquiry day detention quarters have now been rendered entirely adequate, yet certain other detention quarters, particularly those in the new baggage and dormitory building in which the immigrants sleep, are far from adequate. This excellent building was constructed under the previous administration, but experience has demonstrated several defects in its detention quarters which I shall proceed to point out. The law requires all who are not "clearly and beyond a doubt entitled to land" to be held, and during weeks of heavy arrivals, say, 20,000 (not at all an unusual number), with the necessity of detaining 20%, it will readily be understood how we may come to have a large number of night guests. Frequently there are as many as 1,800 or 2,000, and yet there are not over 1,800 beds and these are in tiers of three each. I can illustrate strikingly the need for additional space by describing the condition in the largest men's dormitory. The room is well tiled and in every respect sanitary, but the beds number 432, and the width of the passage-way between each line of beds is only

two feet. This room has an easterly exposure and particularly at times when all of the beds are occupied, as frequently they are, it is impossible to secure proper ventilation. On summer nights the temperature may be 100. It is often necessary to detain many of the occupants of this room a week. This must be with those who are excluded, since the lines bringing them usually send out their steamers not oftener than once a week. The conditions in the other dormitories are not unlike those just described. Another point: The general public is apt to fail to distinguish between the various classes of immigrants that come here. There is, however, a wide difference between some, and those from northern Europe object seriously to detention in the same room with those from southern and south-eastern Europe. The former have cleanlier habits and are constantly saying most uncomplimentary things concerning their southern neighbors. The Hebrews object to being locked up in a room with immigrants of any other race. Still another point: It is necessary to use some of the dormitories as day rooms. They are inappropriate for this purpose, being encumbered with beds, and furthermore the monotony of detention would be less if there could be a change of scene once a day.

I recommend that all of these defects be cured, and that an adequate number of well ventilated dormitories be created with beds in two tiers instead of three tiers;

also that separate day rooms be installed. Whether or not this shall be done will depend entirely upon Congress to whose attention I direct these matters. In my request for appropriations already submitted I have pointed out a simple remedy, namely, the erection of a new story with out-of-door porches or verandas on the northerly side of the building for each floor. There is no reason why this story should not in its way prove as much of a success as is the new story erected last year on the west wing of the main building. The responsibility for the continuance of the present congestion in the dormitories must rest with Congress. I purposely put it this way because there are so many persons who think, or pretend to think, that the executive officers are responsible for all imperfections in the Service here.

Our quarters for the care of cabin passengers are just as inadequate and inappropriate as they were at the time I wrote my last report calling attention to this condition. Since that time both the Washington authorities and the Commissioner appeared before the Appropriations Committee with technical experts and urged the creation of proper quarters for the detention of such passengers. It was explained why it was that the laws apply to all aliens and exactly why it was often necessary to detain considerable numbers of those travelling in the cabin. Congress did not

appropriate the necessary funds and cabin passengers are still usually detained in the same kind of quarters as are furnished steerage immigrants with (as I said last year) "resulting unpleasant but often just criticism".

The condition complained of can be easily remedied through the expenditure of about $60,000 for the erection of another story on what is known as the "restaurant building". I have already submitted a request that this amount be appropriated by the next Congress.

In my request for appropriations I have further pointed out the necessity (a) for proper space in which to carry on the statistical work; (b) for a commodious storage-room so that it may not be necessary to store inflammable materials in the main building - at the present time the only place for the Custom House baggage is in a portion of the cellar, where a fire once started would be difficult to extinguish; (c) for the renovation of the interior of the old hospital on No. 2 island. This has had hard usage at the hands of immigrants, many of them with filthy habits, for a period of twelve years. The present interior fittings would be condemned by the New York Board of Health. Here again Congress refused last year to appropriate any money for this purpose, although experts appeared before the Appropriations Committee and explained the necessity therefor. The two newer hospitals on No. 2 island are in perfect condition and

models of what an immigrant hospital should be. It will be a simple matter to place the old one in substantially the same condition and this should be done at once, for we can never know when it will be necessary to utilize every bed in all of the hospitals.

53294/8-A

...IGRATION FILE ... IMMIGRATION AND NATURALIZATION ... NO. 532
8-A

Continued

Fr 532 94

8-B

hereafter

53294/8

Department of Commerce and Labor

Ellis Island, N.Y.
November 4, 1911.

MEMORANDUM FOR MR. KEEFE:

I wrote you that I had sent forward my annual report under circumstances which prevented me from putting on some finishing touches. It is too late to add all of them, but I have made a few corrections. You will see them on the enclosed paper. I shall be obliged if you will ask someone to transfer these corrections in pen and ink to the official papers which goes on file. They are too few to make it worth while to have it re-written or to send it back to me for correction.

to the printer.

W. W.

Inc.
VL

Corrections at pages—
18 also on pp. 11-13-17-18-19-33
19 see Com'r Nmo. memo. of 11-14-11.
23
24
29
30

Corrections made to correspond with attached copy in Ellis Island rept. to be printed in Com-Gen'l annual rept. 11-7-11. C.H.H. also in file copy - 53294/8a.

No. 204
Ed. 5-20-10—200,000

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YORK HARBOR, N.Y.

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IMMIGRATION SERVICE

[See corrections at pp. 15, 19, 23, 24, 29 & 30]

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OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

ANNUAL REPORT

October 10, 1911.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

I submit herewith my annual report with reference to Ellis Island affairs for the year ended June 30, 1911. During this period 749,642 aliens were inspected under the immigration law at the port of New York. Of these 605,384 were promptly admitted on first inspection, the remainder being detained for various causes, about one-half of them for what is known as "special inquiry". Deportations from Ellis Island during the last fiscal year numbered ~~about~~ approximately 14,500, of which about 1,500 related to aliens who after entry had been found to be here in violation of law. In some months the exclusions were three per cent of the arrivals and such a percentage indicates carelessness on the part of steamship agents abroad in accepting immigrants as passengers. But deportation figures alone do not furnish a complete index of the work of this office in preventing ineligible immigrants from entering the United States. It is far more important to know that every effort is made to maintain a correct and efficient standard of inspection, which fact becomes known abroad and deters many immigrants

who could not secure admission from starting on their journey only to encounter the hardships of deportation.

ADDITIONS AND IMPROVEMENTS TO PLANT.

Many of these have been made during the last twelve months affecting more particularly the main building which has thus been rendered much more appropriate than it was for the work therein carried on.

1. A fine new story has been erected on the west wing of the main building through a special appropriation granted in 1910, so that we now have adequate day quarters for those held for special inquiry as well as a fine room for the large corps of stenographers serving on boards of special inquiry. Through a simple readjustment of space on the main floor there now exist eight appropriate board rooms and two additional witness rooms. Special inquiry business in all its branches is now transacted in quarters which are adequate, and thus one of the serious defects of the building to which two years ago I directed attention has been completely remedied.

2. The Information Office, to which thousands come every year from New York City and elsewhere to inquire concerning immigrants, has been quadrupled in size by throw-

ing a number of small rooms into one. The present area is adequate, has been tiled and wainscoted, and presents an attractive appearance.

3. The medical offices have been moved from the main floor to the floor below in the east wing of the main building. The new quarters are larger and more sanitary than the old ones for they are tiled and wainscoted, and immigrants who must be sent to hospital are no longer required to climb any stairs. But though larger, yet they are still inadequate for a proper execution of the law relating to the detection of the physically and mentally defective. Congress failed last year to appropriate the amount requested for this purpose and we have done the best we could out of our general allotment.

4. The removal of the medical offices from the main floor left the whole of the latter available for the inspection of immigrants. The old stairway which created a large opening in the middle of this floor and failed to land the immigrants at the proper point has been eliminated and a new one constructed beneath the gallery. The capacity of the main floor for inspection purposes is now double what it was in the past.

5. A new stairway has been constructed from the

Information Office to the immigrants' dining-room thereby reducing the distance between these two points to one-fifth of what it formerly was. The saving in time and effort ~~thereby~~ effected will be appreciated when it is remembered that several hundred immigrants use this stairway three times a day in both directions, as well as numerous friends of detained immigrants who may see the latter only in the "interview corridor" upstairs.

6. The wooden barracks on the north side of the island together with much debris have been removed and the ground graded. This portion of the island no longer presents an unsightly appearance.

7. The new contagious disease hospitals were opened for use at the end of last June.

RECOMMENDATIONS FOR ADDITIONAL SPACE AND IMPROVEMENTS.

While the special inquiry day detention quarters have now been rendered entirely adequate, yet this is not the case with some of the other detention quarters, particularly those on the upper floor of what is known as the new baggage and dormitory building, in most respects an excellent one constructed under the previous administration. The law requires all immigrants who are not "clearly and

beyond a doubt entitled to land" to be held, and during months when 75,000 to 100,000 arrive, many of an inferior class, it will readily be seen how we may come to have a large number of night guests. Frequently there are as many as 1,800 or 2,000, and yet there are on Ellis Island not over 1,800 beds, almost all in tiers of three each. In the largest men's dormitory the beds number 432 and the width of the passage-way between each line of tiers is only two feet. When all of the beds are occupied, as frequently they are, the congestion in this room is very great, and since it has only an easterly expesure the temperature on summer nights may be 100°. In addition the ventilation is very imperfect. Unfortunately it is necessary to use it also as a day room, though being encumbered with beds it is obviously inappropriate for this purpose. It is often necessary to detain occupants of this room a week, especially those who are excluded, since the lines bringing them usually send out their steamers only once a week. The conditions in the other large dormitories are not unlike those just described. It is also to be remembered that the habits of some immigrants are cleanly, of others filthy. The two kinds object seriously to detention in the same room and those of cleanly habits

often say unpleasant things of the others, yet we are unable for lack of space to separate them, as they should be separated.

I recommend that an adequate number of well ventilated dormitories be created with beds in tiers of two instead of three and that separate day rooms be installed. In my request for appropriations already submitted I have pointed out a simple means of doing this through the erection on the dormitory building at an expense of about $375,000 of a new story with out-of-door porches or verandas for each floor on the northerly side. There is no reason why this story should not in its way prove as advantageous as the new story erected last year on the west wing of the main building. The responsibility for the continuance of the bad conditions described in the dormitories must rest with Congress. The executive authorities cannot remedy them until Congress furnishes the means.

Our quarters for the care of cabin passengers are just as inadequate and inappropriate as when I last wrote on this subject. Since that time I appeared before the Appropriations Committee with technical experts and urged the creation of proper quarters for this purpose and it

was explained why it was often necessary to detain for special inquiry considerable numbers of those travelling as cabin passengers. Congress failed to act and such passengers are still usually detained in quarters similar to those furnished steerage immigrants with (as I said last year) "resulting unpleasant but often just criticism". The condition complained of can be easily remedied through the expenditure of about $80,000 for the erection of another story on what is known as the restaurant building. I have already submitted a request that this amount be appropriated at the next session of Congress.

I have further requested that appropriations be made as follows: (a) $70,000 for a new story on easterly wing of main building to accommodate the statistical division, the ground floor space now occupied by it to be turned over to the medical division; (b) $40,000 for the renovation of the interior of the old hospital on No. 2 island, which has had hard usage at the hands of immigrants, many of them with filthy habits, for a period of eleven years. It is not now in use, for its present interior fittings would be condemned by the New York Board of Health. Here again Congress refused last year to appropriate money for these repairs, although experts appeared before the Appropriations

Committee and explained the necessity therefor. The two other hospitals on No. 2 island are in perfect condition and models of what an immigrant hospital should be; (c) $60,000 for a fire-proof covered way between the two hospital islands so that sick immigrants may be taken from one to the other in all kinds of weather; (d) sundry sums aggregating $93,000 for improvements at the contagious disease hospital, such as installation of a garbage crematory and a proper disinfecting plant, inclosing corridors in glass and enlarging the kitchen; (e) $125,000 for a second ferryboat; and (f) $25,000 for dredging.

THE OFFICIAL FORCE.

The Ellis Island officials, exclusive of the surgeons and others attached to the Marine Hospital Service, now number 523. As a body they are conscientious, intelligent and industrious, also they are very patient, often under rather trying circumstances. Those occupying the grade of immigrant inspector have an unusually difficult task to perform for they are constantly called upon to work rapidly and yet to exercise sound judgment in applying indefinite tests to human beings. They must hold for special inquiry all who are not "clearly and beyond a doubt entitled to

land", i. e. who may belong to any of the excluded classes, and there is no set formula to aid them. Those serving on boards of special inquiry must, amongst other things, determine who are likely to become public charges and who are suffering from physical defects which may affect their ability to earn a living. The magnitude and difficulty of the work of these boards are often overlooked by those who find fault with the decisions in isolated cases. Last year they decided 70,829 cases, rendering admitting decisions in a great majority of them but excluding from admission a great deal of the riff-raff and scum which is constantly seeking to enter. To form an intelligent opinion of their work it must be considered as a whole and when so considered it will be found to compare favorably with that of other similar bodies, whether executive or judicial. It is not their function to hold judicial trials but executive hearings, this fact and the wide distinction between the two having been recently pointed out by Judge Lacombe in the case of Buccino v. Williams. Their errors are probably no more serious or numerous than those committed by magistrates or trial judges and an investigation would show that most of them are on the side of leniency. A favorite charge made by hostile critics is that their excluding decisions are frequently overruled on appeal to Washington. If account is taken, as it should be, of all of their decisions, both those of

admission and exclusion, it will be found that the proportion in which they are overruled is very small indeed. But to return to the reversal of some of their excluding decisions on appeal. The discretion which it is appropriate for the boards to exercise is less than that of the Commissioner, and his in turn is less than that of his superiors in Washington. Boards are not called upon to "take chances" and if admission is to occur through mercy shown in cases close to the line it is proper that this be done by the highest authorities. In practice the department sees fit to admit in many cases in which it would be highly improper for boards to admit in the first instance. Reversal of their decisions on appeal occurs usually upon the recommendation of the Commissioner or Assistant Commissioner, who are familiar with the papers on appeal, and yet the occasions on which these officials have felt that the boards should have taken the responsibility of admitting instead of excluding are relatively few. It follows that a reversal of a board's decision on appeal does not necessarily show that the board erred in the sense that a trial judge errs when he is reversed by an appellate court. We should, and do, make unceasing effort to improve the character of board work and we need as many good board members as we can get,

but nothing is gained by subjecting it to unfair criticism or seeking to test it by standards of perfection which are not applied to other work of a similar character.

FEEBLEMINDEDNESS IN CERTAIN IMMIGRANTS.

In my last annual report I dwelt at some length on the important legislation of 1907 which added to the excluded classes all persons suffering from any physical or mental defect which may affect their ability to earn a living, pointing out that this was wise, progressive legislation, but often difficult to execute under existing conditions. I am of the opinion that means should be found to give full effect to this excellent provision of law, which may be made to mean so much to the welfare of our country. I desire to add a few words on the subject of "feebleminded" immigrants. Our attention is from time to time called to the ~~large proportion~~ number of feebleminded alien children in the public schools of New York, many of whom have passed through Ellis Island. One reason why ~~they~~ some are not excluded is, as pointed out in my last annual report, lack of time and facilities for thorough examination as to mental condition. Another is that while idiocy and imbecility can usually be recognized even in infancy, yet

feeblemindedness can rarely be discovered so early and is usually recognized only as the child approaches the school age. As to children under five (and a great many such alien children come here) it is probably correct to say that nothing short of an inquiry into their heredity will enable the Government to determine whether or not they are feebleminded, and since no such inquiry is now made the law as to the exclusion of young feebleminded children is virtually a dead letter and the Ellis Island authorities have not the means at their command to vitalize it. Not only is a feebleminded person likely to become a charge upon the community but such an individual may leave feebleminded descendants and so start a vicious strain that will lead to misery and loss in future generations and influence unfavorably the characters and lives of hundreds of persons. A great majority of feebleminded children are born of parents who have suffered from feeblemindedness, insanity or epilepsy. A large proportion of the inmates of the Elmira Reformatories are feebleminded. The feebleminded contribute largely to the criminal class and are often the cause of incendiary fires. At a time when the subject of feeblemindedness is becoming more and more important in civilized countries and the nature and bearings of this taint are

being carefully studied by scientists the Government would seem called upon to make far greater efforts than it does to prevent the landing of feebleminded immigrants.

"SEPARATION OF FAMILIES".

In the administration of any law which calls for the application of drastic remedies the blame for the ensuing hardship is quite often placed where it does not belong, namely on the executive authorities, and it would be too much to expect that executive authorities called upon to apply such unpleasant remedies as deportation would escape their share of such unmerited censure. It is quite impossible to deal exhaustively with this subject here and I shall confine myself to saying a few words on one phase of hardship which is often spoken of as "separation of families", a phrase which has come to be used against the Government without regard ~~less of~~ to the facts. For instance, in almost all cases to which it is pretended that it applies the "separation" was voluntary and occurred in Europe. Frequently, in addition, it was to enable the well members to secure a footing in this country and later plead for the admission of diseased members on the ~~sympathetic~~ ground that the family should be together. When in such cases we deny landing to diseased

members we are merely preventing the union of the family in this country in violation of law; we are not standing in the way of its becoming reunited elsewhere. Of course even this action causes misery, but it is misery for which the executive officials are no more responsible than they are for that which exists in abundance in every large city of the United States.

The case of the Wulfovich family is a typical instance in which we prevented union here because it could not occur except in violation of law. A mother recently arrived from Russia with four young children, each of whom was suffering ~~with~~ from a loathsome disease found by three of our surgeons to be "not easily curable". The father had preceded them. Under the law we were obliged to deport the children and the mother was sent back because the children required her care. Of course the case was a sad one, but the responsibility rested elsewhere than upon the immigration authorities. Yet a Member of Congress recently took this office to task for doing in this case its plain duty under the law, though there was no word of condemnation for the transportation company which for the sake of the passage money received these diseased children on board. (See record of hearings before the Rules Committee, hereinafter more fully referred to, pp.89, 108). I have cited this case because it ~~thus~~ illustrates

another difficulty with which the immigration authorities have to contend: the readiness of some persons in authority to see the law set aside in particular cases in which they may be interested and to look to executive officers for relief which the law-makers alone can give but which they do not care to ask the law-makers to give.

I cite a few more instances commonly referred to as "separations of families", but where in fact we merely prevented the union of members of a family here in violation of law.

Carroll Dworczek, an Austrian of 38, arrived in March, 1911, suffering from a large goitre, jaundice and flat feet, which defects were found to affect his ability to earn a living. His wife had preceded him, leaving three young children abroad who had for some time been supported by other relatives. We did not think that the mere presence of his wife here furnished a reason why this ineligible immigrant should be admitted and he was deported. Had he been admitted it is likely that his three children, whom he was unable to support abroad, would later have applied for admission and if admitted become public charges.

Schmuel Grossman, a Russian of 66, arrived in December, 1910, and was found to be senile and suffering from a bad

case of psoriasis, a chronic skin disease. He was a tailor, came without money and desired to join his wife from whom he had been separated for nine years. When asked why he did not come earlier he said "My wife did not want me". He was returned to his sister with whom he had been living.

Angela Esposito, an Italian of 26, arrived in May, 1911, with her three year old idiot son. Her husband lived in New Haven and she wanted to join him, but the child was ineligible to land and we thought he required his mother's care and attention and so sent her back with him though she was willing to be separated from him.

Sure Ross, a Hebrew woman of 40, arrived March 28, 1911, by S. S. "Amerika" with three children, one of them Mirel, aged 11, an imbecile whose condition was so apparent that the steamship company was fined $100 for bringing the child. She had to go back under the law. Here again the mother was willing to desert her afflicted child and, as there were other children already here and Mirel was no longer of tender years, she was sent back with an attendant and the mother landed.

A number of similar cases were recently cited to the House Rules Committee and will be found at pp. 72 to 75 of the record of hearings before that Committee

Thoughtful persons will at once appreciate the ignorance or malice displayed by those who in such cases charge the immigration authorities with improperly "separating families". There is little or no danger that the Government will ever do this. On the other hand there is real danger of its attaching too much importance to offers of relatives here to assist the immigrant and of admitting questionable cases on grounds of sympathy. Our records contain many instances in which the Government has thus erred on the side of leniency, often as a result of deceit practiced upon it, and some of these instances are cited at pp. 57, 75 and 76 of the report just referred to. The immigration authorities have no misgivings as to the hardship of deportation, but apart from the fact that the law imposes it in certain cases, it should be remembered that there are in Europe thousands ~~and thousands~~ of diseased relatives of resident aliens of the United States whom ~~the present deportations~~ a correct execution of the law deters from attempting to come here. There would be less occasion to exclude and deport such relatives if Congress were to make it worth the while of all of the steamship companies to inspect abroad still more carefully than many of them now do intending immigrants in respect of physical and mental

defects. Experience has shown that fines alone will reach some of the steamship owners and agents who reside abroad and who there receive these people. This was proved by the law of 1903 which empowered the department to impose an administrative fine of $100 (payable before clearance papers are granted) when cases of loathsome or dangerous contagious disease or when imbeciles or idiots are brought here. This law resulted immediately in reducing the number of such cases taken on board. Last year, however, it was still necessary to levy such fines in the amount of $14,800, which goes to show that the fine is too low. It should be increased to $200. It should be possible also to impose it where insane immigrants are brought here. The statutes have omitted to provide for a fine in such cases. It should be further possible to impose an administrative fine of $25 or $50 where immigrants are brought here with physical or mental defects (other than those referred to) which will obviously affect their ability to earn a living.

ADMINISTRATIVE CHANGES REQUIRED IN THE LAW.

There are yet other changes which should be made in the machinery of the law to facilitate and render more effective the administration of the present immigration statutes. Most of them ap-

pear in the draft of a proposed new law attached to the Commissioner-General's report of 1911 and I urge that Congress adopt them. I emphasized several in my last annual report. I will merely say here that our machinery for detecting alien criminals is entirely inadequate and that many such are entering the country every year, also that the law regarding seamen is in such condition as to permit of the ships' articles being used by unscrupulous persons as a means of evading the immigration law and introducing into the country aliens ineligible thereunder ~~the immigration statutes~~. Officers of the Hellenic Transatlantic Steam Navigation Company were recently found engaged in thus landing diseased Greeks, but they went about their work in so crude a manner and the evidence was so strong that it was possible to punish them under ~~the general~~ existing law. Fifteen of them were sent to jail and $41,920 were collected through fines or forfeiture of bail, While the former New York agent of this line is today serving a year's sentence in Atlanta prison for his participation in these offenses. The attention of Congress has already been called many times to the necessity for a proper law governing the admission of alien seamen into the United States, and last winter the House Immigration Committee at the instance of the immigration

authorities reported favorably a bill on this subject, but it has not become a law.

MISSIONARIES AND IMMIGRANT AID SOCIETIES.

In my last two annual reports I wrote at some length concerning abuses perpetrated by persons and organizations pretending to be what they were not and stated that it was "difficult to find words adequately to express the contempt one must have for persons who would knowingly do such things or allow them to be done". I further pointed out and now repeat that there are at Ellis Island a number of societies "which are conducted in a model way" and of missionaries "whose work is disinterested and excellent". It is unnecessary to add that the Government appreciates highly such work and does whatever it can in reason to further its purposes.

I did not suppose that it would again be necessary to call an Ellis Island missionary to account but, unfortunately, I was mistaken. Young immigrant servant girls who arrive without relatives are frequently turned over to missionaries conducting proper Homes with the understanding that situations shall be promptly found for them where they will be surrounded by good influences.

The services of such girls are usually in great demand and the Homes receive many applications for them. The missionary here in question was upon investigation found to have detained such girls at his Home an unnecessary length of time, charging them for board and lodging at rates in excess of a dollar a day and placing them eventually at their own expense through an employment agency with persons concerning whom he knew nothing, and he was further found to have made false oral and written reports to the Government concerning all of these matters, including the amount of revenue obtained from these sources. After giving him a full hearing we determined that his presence at Ellis Island was detrimental to the best interests of the immigrants and that it tended to bring into disrepute missionary work in general. We, therefore, withdrew his privileges.

HOUSE RESOLUTION NO. 166 TO INVESTIGATE ELLIS ISLAND.

The introduction of this resolution was accompanied with statements condemning in unmeasured terms the administration at Ellis Island on grounds amongst others of "cruelty to helpless and unprotected immigrants", and "arbitrary and unnecessarily harsh methods", including improper separation of families (a topic already dealt with in this report). On May 29 a hearing was had at which there appeared some twelve witnesses in support of the resolution, including Mr. Schweppendick, an editor of the "Morgen Journal", described by him as "Mr. Hearst's German newspaper" (record of hearings, p. 126), Mr. A. J. Levy, representing the "Federation of Jewish Organizations of New York", Messrs. Hoffman, Stahl, Koelble and Propping, representing certain German-American Societies, Mr. Karl Hauser, representing "old American citizenship", Mr. Joseph Barondess and two Congressmen from New York City. This office was afforded an opportunity to reply on July 10 and 11. Every specific complaint (of which there were but few) was then met and shown of record to be without foundation or based on a false or misleading statement of facts (see, for instance, ib. pp. 58, 59, 76 to 79, 84 to 94, 178 and 179). As

illustrating the carelessness with which complaints were made the Schenker case may be cited where we were charged with improperly deporting a woman and her three young children; but the Rules Committee was not informed that her husband had deserted her and that one of her children was an imbecile (ib. p. 58). The improper use made before the Committee of certain court decisions is dealt with separately in the next section of this report. With such general statements as that of the Trenton editor who said that an immigrant at Ellis Island "goes through hell - that is the only expression I know of" (ib. p. 15) it seemed best to deal by explaining to the Committee how the work of Ellis Island is really conducted, the care and patience with which cases are heard (many of them presenting questions of great difficulty), the kindly treatment immigrants receive, and the clean condition in which their quarters are kept notwithstanding so many of them bring filth with them; also how vigilant the authorities must be to guard against the ~~influence of those who for mercenary or selfish reasons are willing to see immigrants admitted regardless of their fitness under the law.~~ fraudulent schemes and devices through which it is often sought to introduce immigrants in violation of law.

The charges and complaints were based principally on newspaper articles published in certain German newspapers of

the City of New York which for some time past have made it their business to misrepresent and misconstrue the action of the authorities in their difficult and delicate task of administering the law at Ellis Island. The unreliability of these articles was pointed out to the Committee through reference to a number of specific cases concerning which false and sensational reports had been recently published (ib. pp. 84 to 94). It was also shown that one of these newspapers had been doing the same thing for two years prior to 1904 ~~in which year~~ when its "stories" were publicly branded as false (ib. p. 87). ~~The newspapers~~ They are still displaying the same kind of "enterprise"; witness, for instance, the recent reports that two immigrants, named Stoltenberg and Oser, were deported for stuttering, the facts being that one was feeble-minded and the other suffering from an organic disease of the spinal cord.

It is perhaps not surprising that the Congressman who introduced the resolution should have been misled by these newspaper articles upon which the record shows that he placed great reliance, and at the end of the second hearing he appeared before the Committee and in effect withdrew his charges of mal-administration, explaining that Ellis Island required larger appropriations for improvements and a larger

force of employees (ib. pp. 156, 157) - matters to which this office has frequently directed attention. Although the resolution was introduced in May, yet Congress adjourned without its adoption by the Committee and at the time of this writing (October) it is not known what will be done with it. Meanwhile this office is prepared, as it has repeatedly informed the Rules Committee both orally and in writing, to submit to the most searching investigation and will welcome any that will assist it in its efforts correctly and effectively to execute the law. It is glad also at any time to meet any criticism that is specific and made in good faith with a view to the improvement of the Service.

COURT DECISIONS IN THE RAFILOVICH AND BOSNY CASES.

In advocating the passage of the resolution referred to various branches of the German-American Alliance located in many cities of the United States commented on these decisions as follows:

> We regard the recent decisions and opinions of the U. S. district judges in reversing the Commissioner's ruling and impeaching his interpretation of the immigration act as evidence of the intolerant and narrow spirit in which the Commissioner views the immigration problem.

These false comments appear to have originated in New

York City, to have been sent broadcast throughout the country and to have been adopted by a number of persons who were entirely ignorant of the true purport of the decisions and of the fact that they related the one to an alien prostitute, the other to a man and his wife who lived in New York City on the proceeds of the prostitution of others and were thus engaged in a class of "white slavery", the wife, in addition, being herself a prostitute. These three aliens having secured admission in violation of law, the Department arrested them and ordered them deported.

The Rafilowich case concerned a clever alien public prostitute who had been residing in the United States and Canada for seven years and understood English. She was arrested at Buffalo and ordered deported before she was brought to Ellis Island. While awaiting deportation here her attorney raised some question as to the evidence and to avoid even the remote possibility of error an Ellis Island inspector was by order of the Department sent to Buffalo to make further investigation. Thereafter the evidence was again carefully reviewed and the case against the girl found to be clearly established. It may be mentioned, incidentally, that she had frequently perjured herself, as where she said "I do not know where Canada is" immediately afterwards admitting that she had worked in

Toronto; and where she denied that she was a prostitute, adding shortly thereafter of her own accord "If you will release me now I swear by everything that is holy that I will never support myself by prostitution again". Deportation having been again duly ordered, a writ of habeas corpus was then sued out and came on for a hearing before Judge Holt, who in the course of his opinion said:

> In my opinion the entire system under the immigration acts for the investigation of charges against aliens who have been admitted into and have resided for some time in this country is entirely inadequate as a means of ascertaining the truth and preventing injustice, but so long as that system is followed in the proceedings taken the courts under the authorities have no jurisdiction to interfere.

This criticism relates to an act of Congress and does not in the least concern the Ellis Island office. Judge Holt seems to be impatient at the power Congress has seen fit to confer upon the executive authorities rather than upon the courts. His views as to the efficiency of the system to ascertain the truth are contrary to those of the executive authorities who, to say the least, have experience in these cases and who deport annually over 2,000 persons found in the country in violation of law without any error being called to their attention; nor do his views appear to be shared by the Supreme Court, which has described the

executive hearing to be given an alien arrested under this act in these words:

> It is not necessarily an opportunity upon a regular set occasion and according to the form of judicial procedure, but one that will secure the prompt, vigorous action contemplated by Congress and at the same time be appropriate to the nature of the case upon which such officers are required to act. (Japanese Immigrant Case, 189 U.S., p.86).

Judge Holt, while conceding that he was without jurisdiction, nevertheless criticised also the methods adopted in the conduct of some of the examinations at Buffalo and he also said that upon the record "it is impossible to say whether the woman was guilty or not", although the executive authorities who were alone competent to decide the case, had found for deportation. Out of deference to the views of the court, though in no way bound by them, the Department before deporting this girl again reviewed the whole case and carefully questioned each inspector concerned in taking the evidence only to be more fully convinced than before that she was subject to deportation and that the hearing had been conducted within the rules laid down by the Supreme Court. She was thereafter deported and the correctness of this executive action has not been further questioned.

The Bosny case concerned an alien man and his wife whose actions were so notorious that the Police Department

of New York City twice requested their deportation. Both were engaged in the unlawful and detestable business of receiving the proceeds of prostitution of others, and the Government has in its possession the books showing exactly how such proceeds were divided. In Belgium this couple had been supporting themselves in the same way. In addition the woman was herself a prostitute. Our law says that such aliens shall not remain in the country, and after a hearing the Department ordered their deportation. But they were released by Judge Holt upon a writ of habeas corpus. In his opinion he criticises at length the procedure which the Department after careful consideration and much experience has lawfully adopted in such cases with the sole object of securing, in the language of the Supreme Court, "the prompt, vigorous action contemplated by Congress", but states that the sole question in the case was whether a certain inspector had "prevented these aliens by undue influence and by intimidation from retaining counsel." The court concluded that he had and released them. The department, however, being still satisfied that they were here in flagrant violation of law, soon thereafter re-arrested and deported them to Belgium on proof which was overwhelming, and the propriety of this action is not known to have been questioned except

by the same German newspaper which supported the charges of cruelty to immigrants and arbitrary methods hereinbefore discussed. This office as well as the Washington authorities were of course very much interested to know whether any official had "intimidated" this shrewd, calculating woman who with her husband had been living in New York for several years off the vice of others and who concededly had been duly advised of her right to counsel and stated that she desired none. The court found this couple to be "aliens in humble circumstances who knew nothing of American law or of the practice in deportation cases", but as to these and other questions of fact, including the actions of the inspector, the immigration authorities were after most careful investigation unable to agree with the court, as is more fully shown in a separate memorandum on file, and the inspector remains in the Service.

Thus neither of these court decisions supports in any way the proposition for which they have been cited, and it is to be supposed that the members of the organizations which have expressed false views as to their meaning did so in ignorance of the facts.

IMMIGRATION IN GENERAL.

There are many who do not appreciate the fact that the

law excludes only manifestly objectionable classes of immigrants such as idiots, imbeciles, the insane, paupers, persons likely to become a public charge, persons with loathsome or dangerous contagious diseases, persons whose physical or mental defects prevent them from earning a living, criminals, procurers and prostitutes, so that even under a strict execution of the law we can only keep out persons whose presence would be detrimental to any community. Between these on the one hand and the class of immigrants on the other hand who are a real benefit to the country, as so large a number are, there are many who, though able to earn a living, cannot in any sense be termed desirable. They are nevertheless admissible under the low requirements of existing law which makes no provision whatever for selecting desirable immigrants, though there are many reasons why following the example of at least one other country we should take early steps to do this. The new immigration, unlike that of earlier years, proceeds in part from the poorer elements of the countries of Southern and Eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of assimilating with our people as did the early immigrants. Many of those coming from these sources have

very low standards of living, possess filthy habits and are of an ignorance which passes belief. Types of the classes referred to representing various alien races and nationalities may be observed in some of the tenement districts of Elizabeth, Orchard, Rivington and East Houston Streets, New York City. Such immigrants differ also widely from the earlier ones in respect of their occupations and the localities to which they go. Contrary to what was formerly the case a large proportion are unskilled laborers who go to the manufacturing and mining centres where the Immigration Commission recently found that there existed an over-supply of unskilled foreign labor. Over three-fifths remain in five eastern states while an undue proportion are pouring into the congested areas of our large cities where they begin their American life amongst unfavorable surroundings and exposed to many evil influences. They often herd together, forming in effect foreign colonies in which the English language is almost unknown. Miserable economic and sanitary conditions exist in many of these colonies; witness, for instance, in New York City the frequency with which the State factory inspectors are compelled to attach the red "unclean" tag to articles made

in shops and factories where aliens are employed, the threatened use of this tag constituting often the best means at their disposal of compelling the maintenance of even a semblance of cleanliness in such places.

Repeatedly the new immigrant obtains his job at the expense of an older employee who loses his. Certain employers seek new immigrant labor ~~almost to the exclusion of~~ in preference to other and more efficient labor, of which there may be an abundance, because of the willingness of the new immigrants (or "greenies" as they are termed) to work at the outset unduly long hours or at unduly low wages, or both, and perhaps also to pay the foreman or padrone a bonus. Later as they become more proficient and demand higher wages they are discharged and their places filled with immigrants who have arrived more recently. Experiences of this sort are frequent amongst immigrant tailors, cap-makers, carpenters, painters, bakers and others. These are matters which have a direct bearing upon the unsanitary conditions that surround the work and lives of so many immigrants of certain classes, especially in the large cities.

Many now come without the intention of settling and send back to Europe annually millions earned here. It is true

they give value for what they receive, but the immigrant who in addition remains to help build up the country permanently and invests his savings here is a better type. A large proportion of the insane in the States of New York and Massachusetts are of foreign birth and in New York City and elsewhere the foreign element is a heavy burden upon the public charities' institutions as well as upon many private institutions. In view of the trend of immigration toward the cities these burdens are more likely to increase than diminish unless our laws are made more stringent in relation both to original admission and to deportation of those who prove to be unfit within a given period after landing.

In the estimation of most impartial observers a certain minority of the new immigration is undesirable from the point of view of the interests of the United States, and this question cannot properly be considered from any other point of view. The real issue today is whether or not means should be found to keep out this undesirable minority, yet this issue is often successfully confused by interested persons who seek to make it appear that those who merely advocate further reasonable restrictions are exclusionists and hostile to immigration as a whole. The desirable immigrant will always be welcome, and one of the best ways to secure him is to

take stringent measures to keep out those who are undesirable. That enormous benefits have accrued to this country through immigration is a fact which requires no emphasis and which none deny whose views are entitled to any weight, but this is irrelevant upon the point whether today we should not curtail somewhat that portion of the immigration which is undesirable. Those opposing all further restriction will usually be found doing so in the interest, not of the United States or of immigration in general, but of some particular class. It is well for the American people to realize that there are agencies at work to introduce some immigrants for mercenary or humanitarian reasons regardless of whether or not the best interests of the United States demand their presence here. If this country is to open its doors to certain classes of unfortunates it is difficult to see why we should not do so as to the unfortunates of the world, including those amongst the Africans and Hindoos. The very suggestion of any such course answers itself. The time has come when it is necessary to put aside false sentimentality in dealing with the question of immigration and to give more consideration to its racial and economic aspects, and in determining what additional immigrants we shall receive to remember that our first duty is to our own country.

Respectfully,

WILLIAM WILLIAMS,

Commissioner.

KMC

Department of Commerce and Labor
IMMIGRATION SERVICE

294
8

98524/52

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

November 14, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Pursuant to request contained in Bureau circular letter No. 53294, of November 13th, I send herewith report on form 602-B for the fiscal year ended June 30, 1911, of aliens deported from New York under rule 39 of the immigration regulations.

Respectfully,

Commissioner.

GCK
Enclosure No. 9226

ENCLOSURES
RETAINED IN
STATISTICAL FILES

Department of Commerce and Labor
IMMIGRATION SERVICE

98534/182

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

November 13, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Pursuant to permission given in your letter No.53294/8-A of November 6 I yesterday delivered to the press a copy of my annual report and extensive extracts therefrom were quoted in the morning newspapers of New York City.

You expressed the hope that I would be able to ascertain whence the reporter who printed a copy thereof sometime ago obtained it. He mentioned to Mr. Uhl this morning the fact that he had secured this report a few weeks ago, which gave Mr. Uhl the opportunity to ask him whence he obtained it. He said "from Washington" The only thing I can vouch for is the fact that he made this statement. Whether or not it is true is quite another question.

Respectfully,

Commissioner.

KMC

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

53294/6-A

November 6, 1911.

Dear Mr. Williams:

I have not the least objection to your giving out your annual report prior to the publication of mine. In it you have dealt so extensively with the several unjustifiable attacks made upon your administration at Ellis Island that I think it would be proper and useful to get the document into the hands of proper persons.

I trust you may be able to ascertain how a copy was secured by one newspaper reporter prior to your having assented to its distribution.

Sincerely yours,

AWP-H

Hon. William Williams,
Commissioner of Immigration,
Ellis Island, N. Y. H.

Department of Commerce and Labor
IMMIGRATION SERVICE

PERSONAL.

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

November 4, 1911.

Dear Mr. Keefe:

I should like permission to give out my annual report to proper persons requesting copy thereof prior to the time when it will be issued through your office. I spoke to Mr. Nagel about this day before yesterday and he approved. I hope you will not object either. One of several reasons is that I have delayed answering a lot of resolutions sent from western German organizations until I could send a copy of my report as a reply.

Through underhand methods one of the German reporters, who regularly comes here, three days ago secured a copy thereof and made use of it, so it has without my knowledge or consent already come to public notice. I wish I knew just how he got it. I will speak to you about this when I see you.

We enjoyed having Mr. Parker here very much yesterday and think we turned out together quite a good bit of business.

Sincerely yours,

William Williams

VL

53019-138

Department of Commerce and Labor

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

October 27, 1911.

MEMORANDUM FOR MR. CABELL:

I thought this might interest you.

W. W.

VL

RECEIVED
OFFICE OF ASS. STANT SECRETARY
OCT 28 1911
DEPT OF COMMERCE AND LABOR

No. 208
Ed. 5-20-10—500,000

report I said in
the Bosnys that its
questioned except
ed the charges of
ethods hereinbefore
record the proof on
which I made that assertion so that it may be available for the Bureau if it desire to use it. Here it is.

(Extract from editorial published in German in the "Morgen Journal" of June 23, 1911.)

WILLIAMS AS A GUARDIAN OF MORALS.

Yesterday it was announced in the press that a married couple had been arrested and brought to Ellis Island because they conducted "massage parlors" in a manner claimed not to be free from objection from the point of view of morals.

Have the immigration authorities been created to act as a commission on morals? Would it not be sufficient if Commissioner Williams left the supervision of morals to the local authorities?

The Commissioner is always complaining that he has not enough men to cope with the tremendous flood of immigration. Why does he send around detectives to interfere with the work of the local authorities? ....

[illegible] Labor

57452

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

October 27, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

On pages 29 and 30 of my annual report I said in reference to our action in deporting the Bosnys that its propriety "is not known to have been questioned except by the German newspaper which supported the charges of cruelty to immigrants and arbitrary methods hereinbefore discussed". The purpose hereof is to record the proof on which I made this assertion so that it may be available for the Bureau if it desire to use it. Here it is.

(Extract from editorial published in German in the "Morgen Journal" of June 23, 1911.)

WILLIAMS AS A GUARDIAN OF MORALS.

Yesterday it was announced in the press that a married couple had been arrested and brought to Ellis Island because they conducted "massage parlors" in a manner claimed not to be free from objection from the point of view of morals.

Have the immigration authorities been created to act as a commission on morals? Would it not be sufficient if Commissioner Williams left the supervision of morals to the local authorities?

The Commissioner is always complaining that he has not enough men to cope with the tremendous flood of immigration. Why does he send around detectives to interfere with the work of the local authorities? ....

I do not intend here to comment on all of the aspects of this editorial. It should be read in connection with my 87481 of July 26 in which I told you what kind of people the Bonnys were and that, far from interfering with the activities of the local authorities, I had been requested by them to see that the Federal statutes were executed. That White Slavery could thrive as it does in New York City without the aid of powerful influences is not for one moment to be supposed.

Respectfully,

Wm. Williams

Commissioner.

WL

Department of Commerce and Labor

98523/182

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

October 27, 1911.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

See your 53294/8-A of October 26 re my annual report. Mr. Schell informs me that the figures "$14,800" are not accurate. At this time I do not know exactly how they were prepared. Perhaps they came through medical sources, and the doctors may have included May and June, 1910. However this may be, Mr. Schell states that the correct figures are $12,300, sub-divided as follows:

Trachoma	116	
Idiocy	3	
Imbecility	2	
Favus	1	
Syphilis	1	123 ✓

118,000
$11,800
$500

10/30/11

Mr. Schell also calls my attention to the fact that we have levied fines amounting to $3,710 for failure properly to manifest aliens, $3,140 of which has been collected.

Please consider yourself at liberty to amend my annual report as you please in respect of the recital of these fines; or if you will send me a galley proof thereof I shall at that time make the necessary amendment. Since almost all of the medical fines relate to trachoma, it might be sufficient so to state. It was necessary for me to send my annual report under circumstances which made it impossible for me to subject it to certain finishing touches, mostly verbal and not of material importance. If I can have a galley proof (two sets) I can still do this.

Respectfully,

Wm Williams

VL

Commissioner.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53294/8-A October 26, 1911.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Sir:

Replying to your letter of the 23d instant (98523/182), I beg to state that your report for the fiscal year ended June 30, last, has been read with interest and satisfaction. It will be incorporated in its entirety in my forthcoming report.

As it is necessary in my report to segregate the fines assessed under section 9 into the three headings: Loathsome or Dangerous Contagious Diseases, Tuberculosis, and Mental Defects, please furnish a statement so segregating the $14,800 which you state (page 18 of your report) was assessed at your port during the fiscal year 1911.

Respectfully,

(Signed) Danl. J. Keefe.

AWP-H Commissioner-General.

Department of Commerce and Labor

98523/182 IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

October 23, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Referring to Bureau No. 53294/8 of October 18 I have to state that Mr. Paddock forwarded on Friday last two copies of the annual report to Commissioner Williams in New London, Conn., for signature. It is probable that they have reached the Bureau by this time.

Your letter upon the subject will be placed before Commissioner Williams upon his return to Ellis Island.

Respectfully,

P. A. Baker
Acting Commissioner.

VL

Copy of report in this file.

Department of Commerce and Labor
IMMIGRATION SERVICE

98523/182

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

ANNUAL REPORT

October 10, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

I submit herewith my annual report with reference to Ellis Island affairs for the year ended June 30, 1911. During this period 749,642 aliens were inspected under the immigration law at the port of New York. Of these 605,384 were promptly admitted on first inspection, the remainder being detained for various causes, about one-half of them for what is known as "special inquiry". Deportations from Ellis Island during the last fiscal year numbered about 14,500, of which about 1,500 related to aliens who after entry had been found to be here in violation of law. In some months the exclusions were three per cent of the arrivals and such a percentage indicates carelessness on the part of steamship agents abroad in accepting immigrants as passengers. But deportation figures alone do not furnish a complete index of the work of this office in preventing ineligible immigrants from entering the United States. It is far more important to know that every effort is made to maintain a correct and efficient standard of inspection, which fact becomes known abroad and deters many immigrants

who could not secure admission from starting on their journey only to encounter the hardships of deportation.

ADDITIONS AND IMPROVEMENTS TO PLANT.

Many of these have been made during the last twelve months affecting more particularly the main building which has thus been rendered much more appropriate than it was for the work therein carried on.

1. A fine new story has been erected on the west wing of the main building through a special appropriation granted in 1910, so that we now have adequate day quarters for those held for special inquiry as well as a fine room for the large corps of stenographers serving on boards of special inquiry. Through a simple readjustment of space on the main floor there now exist eight appropriate board rooms and two additional witness rooms. Special inquiry business in all its branches is now transacted in quarters which are adequate, and thus one of the serious defects of the building to which two years ago I directed attention has been completely remedied.

2. The Information Office, to which thousands come every year from New York City and elsewhere to inquire concerning immigrants, has been quadrupled in size by throw-

ing a number of small rooms into one. The present area is adequate, has been tiled and wainscoted, and presents an attractive appearance.

3. The medical offices have been moved from the main floor to the floor below in the east wing of the main building. The new quarters are larger and more sanitary than the old ones for they are tiled and wainscoted, and immigrants who must be sent to hospital are no longer required to climb any stairs. But though larger, yet they are still inadequate for a proper execution of the law relating to the detection of the physically and mentally defective. Congress failed last year to appropriate the amount requested for this purpose and we have done the best we could out of our general allotment.

4. The removal of the medical offices from the main floor left the whole of the latter available for the inspection of immigrants. The old stairway which created a large opening in the middle of this floor and failed to land the immigrants at the proper point has been eliminated and a new one constructed beneath the gallery. The capacity of the main floor for inspection purposes is now double what it was in the past.

5. A new stairway has been constructed from the

Information Office to the immigrants' dining-room thereby reducing the distance between these two points to one-fifth of what it formerly was. The saving in time and effort thereby effected will be appreciated when it is remembered that several hundred immigrants use this stairway three times a day in both directions, as well as numerous friends of detained immigrants who may see the latter only in the "interview corridor" upstairs.

6. The wooden barracks on the north side of the island together with much debris have been removed and the ground graded. This portion of the island no longer presents an unsightly appearance.

7. The new contagious disease hospitals were opened for use at the end of last June.

RECOMMENDATIONS FOR ADDITIONAL SPACE AND IMPROVEMENTS.

While the special inquiry day detention quarters have now been rendered entirely adequate, yet this is not the case with some of the other detention quarters, particularly those on the upper floor of what is known as the new baggage and dormitory building, in most respects an excellent one constructed under the previous administration. The law requires all immigrants who are not "clearly and

beyond a doubt entitled to land" to be held, and during months when 75,000 to 100,000 arrive, many of an inferior class, it will readily be seen how we may come to have a large number of night guests. Frequently there are as many as 1,800 or 2,000, and yet there are on Ellis Island not over 1,800 beds, almost all in tiers of three each. In the largest men's dormitory the beds number 432 and the width of the passage-way between each line of tiers is only two feet. When all of the beds are occupied, as frequently they are, the congestion in this room is very great, and since it has only an easterly expesure the temperature on summer nights may be 100°. In addition the ventilation is very imperfect. Unfortunately it is necessary to use it also as a day room, though being encumbered with beds it is obviously inappropriate for this purpose. It is often necessary to detain occupants of this room a week, especially those who are excluded, since the lines bringing them usually send out their steamers only once a week. The conditions in the other large dormitories are not unlike those just described. It is also to be remembered that the habits of some immigrants are cleanly, of others filthy. The two kinds object seriously to detention in the same room and those of cleanly habits

often say unpleasant things of the others, yet we are unable for lack of space to separate them, as they should be separated.

I recommend that an adequate number of well ventilated dormitories be created with beds in tiers of two instead of three and that separate day rooms be installed. In my request for appropriations already submitted I have pointed out a simple means of doing this through the erection on the dormitory building at an expense of about $375,000 of a new story with out-of-door porches or verandas for each floor on the northerly side. There is no reason why this story should not in its way prove as advantageous as the new story erected last year on the west wing of the main building. The responsibility for the continuance of the bad conditions described in the dormitories must rest with Congress. The executive authorities cannot remedy them until Congress furnishes the means.

Our quarters for the care of cabin passengers are just as inadequate and inappropriate as when I last wrote on this subject. Since that time I appeared before the Appropriations Committee with technical experts and urged the creation of proper quarters for this purpose and it

was explained why it was often necessary to detain for special inquiry considerable numbers of those travelling as cabin passengers. Congress failed to act and such passengers are still usually detained in quarters similar to those furnished steerage immigrants with (as I said last year) "resulting unpleasant but often just criticism". The condition complained of can be easily remedied through the expenditure of about $80,000 for the erection of another story on what is known as the restaurant building. I have already submitted a request that this amount be appropriated at the next session of Congress.

I have further requested that appropriations be made as follows: (a) $70,000 for a new story on easterly wing of main building to accommodate the statistical division, the ground floor space now occupied by it to be turned over to the medical division; (b) $40,000 for the renovation of the interior of the old hospital on No. 2 island, which has had hard usage at the hands of immigrants, many of them with filthy habits, for a period of eleven years. It is not now in use, for its present interior fittings would be condemned by the New York Board of Health. Here again Congress refused last year to appropriate money for these repairs, although experts appeared before the Appropriations

Committee and explained the necessity therefor. The two other hospitals on No. 2 island are in perfect condition and models of what an immigrant hospital should be; (c) $60,000 for a fire-proof covered way between the two hospital islands so that sick immigrants may be taken from one to the other in all kinds of weather; (d) sundry sums aggregating $93,000 for improvements at the contagious disease hospital, such as installation of a garbage crematory and a proper disinfecting plant, inclosing corridors in glass and enlarging the kitchen; (e) $125,000 for a second ferryboat; and (f) $25,000 for dredging.

THE OFFICIAL FORCE.

The Ellis Island officials, exclusive of the surgeons and others attached to the Marine Hospital Service, now number 523. As a body they are conscientious, intelligent and industrious, also they are very patient, often under rather trying circumstances. Those occupying the grade of immigrant inspector have an unusually difficult task to perform for they are constantly called upon to work rapidly and yet to exercise sound judgment in applying indefinite tests to human beings. They must hold for special inquiry all who are not "clearly and beyond a doubt entitled to

land", i. e. who may belong to any of the excluded classes, and there is no set formula to aid them. Those serving on boards of special inquiry must, amongst other things, determine who are likely to become public charges and who are suffering from physical defects which may affect their ability to earn a living. The magnitude and difficulty of the work of these boards are often overlooked by those who find fault with the decisions in isolated cases. Last year they decided 70,829 cases, rendering admitting decisions in a great majority of them but excluding from admission a great deal of the riff-raff and scum which is constantly seeking to enter. To form an intelligent opinion of their work it must be considered as a whole and when so considered it will be found to compare favorably with that of other similar bodies, whether executive or judicial. It is not their function to hold judicial trials but executive hearings, this fact and the wide distinction between the two having been recently pointed out by Judge Lacombe in the case of Buccino v. Williams. Their errors are probably no more serious or numerous than those committed by magistrates or trial judges and an investigation would show that most of them are on the side of leniency. A favorite charge made by hostile critics is that their excluding decisions are frequently overruled on appeal to Washington. If account is taken, as it should be, of all of their decisions, both those of

admission and exclusion, it will be found that the proportion in which they are overruled is very small indeed. But to return to the reversal of some of their excluding decisions on appeal. The discretion which it is appropriate for the boards to exercise is less than that of the Commissioner, and his in turn is less than that of his superiors in Washington. Boards are not called upon to "take chances" and if admission is to occur through mercy shown in cases close to the line it is proper that this be done by the highest authorities. In practice the department sees fit to admit in many cases in which it would be highly improper for boards to admit in the first instance. Reversal of their decisions on appeal occurs usually upon the recommendation of the Commissioner or Assistant Commissioner, who are familiar with the papers on appeal, and yet the occasions on which these officials have felt that the boards should have taken the responsibility of admitting instead of excluding are relatively few. It follows that a reversal of a board's decision on appeal does not necessarily show that the board erred in the sense that a trial judge errs when he is reversed by an appellate court. We should, and do, make unceasing effort to improve the character of board work and we need as many good board members as we can get,

but nothing is gained by subjecting it to unfair criticism or seeking to test it by standards of perfection which are not applied to other work of a similar character.

FEEBLEMINDEDNESS IN CERTAIN IMMIGRANTS.

In my last annual report I dwelt at some length on the important legislation of 1907 which added to the excluded classes all persons suffering from any physical or mental defect which may affect their ability to earn a living, pointing out that this was wise, progressive legislation, but often difficult to execute under existing conditions. I am of the opinion that means should be found to give full effect to this excellent provision of law, which may be made to mean so much to the welfare of our country. I desire to add a few words on the subject of "feebleminded" immigrants. Our attention is from time to time called to the large proportion of feebleminded alien children in the public schools of New York, many of whom have passed through Ellis Island. One reason why they are not excluded is, as pointed out in my last annual report, lack of time and facilities for thorough examination as to mental condition. Another is that while idiocy and imbecility can usually be recognized even in infancy, yet

feeblemindedness can rarely be discovered so early and is usually recognized only as the child approaches the school age. As to children under five (and a great many such alien children come here) it is probably correct to say that nothing short of an inquiry into their heredity will enable the Government to determine whether or not they are feebleminded, and since no such inquiry is now made the law as to the exclusion of young feebleminded children is virtually a dead letter and the Ellis Island authorities have not the means at their command to vitalize it. Not only is a feebleminded person likely to become a charge upon the community but such an individual may leave feebleminded descendants and so start a vicious strain that will lead to misery and loss in future generations and influence unfavorably the characters and lives of hundreds of persons. A great majority of feebleminded children are born of parents who have suffered from feeblemindedness, insanity or epilepsy. A large proportion of the inmates of the Elmira Reformatories are feebleminded. The feebleminded contribute largely to the criminal class and are often the cause of incendiary fires. At a time when the subject of feeblemindedness is becoming more and more important in civilized countries and the nature and bearings of this taint are

being carefully studied by scientists the Government would seem called upon to make far greater efforts than it does to prevent the landing of feebleminded immigrants.

"SEPARATION OF FAMILIES".

In the administration of any law which calls for the application of drastic remedies the blame for the ensuing hardship is quite often placed where it does not belong, namely on the executive authorities, and it would be too much to expect that executive authorities called upon to apply such unpleasant remedies as deportation would escape their share of such unmerited censure. It is quite impossible to deal exhaustively with this subject here and I shall confine myself to saying a few words on one phase of hardship which is often spoken of as "separation of families", a phrase which has come to be used against the Government regardless of the facts. For instance, in almost all cases to which it is pretended that it applies the "separation" was voluntary and occurred in Europe. Frequently, in addition, it was to enable the well members to secure a footing in this country and later plead for the admission of diseased members on the sympathetic ground that the family should be together. When in such cases we deny landing to diseased

members we are merely preventing the union of the family in this country in violation of law; we are not standing in the way of its becoming reunited elsewhere. Of course even this action causes misery, but it is misery for which the executive officials are no more responsible than they are for that which exists in abundance in every large city of the United States.

The case of the Wulfovich family is a typical instance in which we prevented union here because it could not occur except in violation of law. A mother recently arrived from Russia with four young children, each of whom was suffering with a loathsome disease found by three of our surgeons to be "not easily curable". The father had preceded them. Under the law we were obliged to deport the children and the mother was sent back because the children required her care. Of course the case was a sad one, but the responsibility rested elsewhere than upon the immigration authorities. Yet a Member of Congress recently took this office to task for doing in this case its plain duty under the law, though there was no word of condemnation for the transportation company which for the sake of the passage money received these diseased children on board. (See record of hearings before the Rules Committee, hereinafter more fully referred to, pp.89, 108). I have cited this case because it thus illustrates

another difficulty with which the immigration authorities have to contend: the readiness of some persons in authority to see the law set aside in particular cases in which they may be interested and to look to executive officers for relief which the law-makers alone can give but which they do not care to ask the law-makers to give.

I cite a few more instances commonly referred to as "separations of families", but where in fact we merely prevented the union of members of a family here in violation of law.

Carroll Dworczek, an Austrian of 38, arrived in March, 1911, suffering from a large goitre, jaundice and flat feet, which defects were found to affect his ability to earn a living. His wife had preceded him, leaving three young children abroad who had for some time been supported by other relatives. We did not think that the mere presence of his wife here furnished a reason why this ineligible immigrant should be admitted and he was deported. Had he been admitted it is likely that his three children, whom he was unable to support abroad, would later have applied for admission and if admitted become public charges.

Schmuel Grossman, a Russian of 66, arrived in December, 1910, and was found to be senile and suffering from a bad

case of psoriasis, a chronic skin disease. He was a tailor, came without money and desired to join his wife from whom he had been separated for nine years. When asked why he did not come earlier he said "My wife did not want me". He was returned to his sister with whom he had been living.

Angela Esposito, an Italian of 26, arrived in May, 1911, with her three year old idiot son. Her husband lived in New Haven and she wanted to join him, but the child was ineligible to land and we thought he required his mother's care and attention and so sent her back with him though she was willing to be separated from him.

Sure Ross, a Hebrew woman of 40, arrived March 28, 1911, by S. S. "Amerika" with three children, one of them Mirel, aged 11, an imbecile whose condition was so apparent that the steamship company was fined $100 for bringing the child. She had to go back under the law. Here again the mother was willing to desert her afflicted child and, as there were other children already here and Mirel was no longer of tender years, she was sent back with an attendant and the mother landed.

A number of similar cases were recently cited to the House Rules Committee and will be found at pp. 72 to 75 of the record of hearings before that Committee

Thoughtful persons will at once appreciate the ignorance or malice displayed by those who in such cases charge the immigration authorities with improperly "separating families". There is little or no danger that the Government will ever do this. On the other hand there is real danger of its attaching too much importance to offers of relatives here to assist the immigrant and of admitting questionable cases on grounds of sympathy. Our records contain many instances in which the Government has thus erred on the side of leniency, often as a result of deceit practiced upon it, and some of these instances are cited at pp. 57, 75 and 76 of the report just referred to. The immigration authorities have no misgivings as to the hardship of deportation, but apart from the fact that the law imposes it in certain cases, it should be remembered that there are in Europe thousands and thousands of diseased relatives of resident aliens of the United States whom the present deportations deter from attempting to come here. There would be less occasion to exclude and deport such relatives if Congress were to make it worth the while of all of the steamship companies to inspect abroad still more carefully than many of them now do intending immigrants in respect of physical and mental

defects. Experience has shown that fines alone will reach some of the steamship owners and agents who reside abroad and who there receive these people. This was proved by the law of 1903 which empowered the department to impose an administrative fine of $100 (payable before clearance papers are granted) when cases of loathsome or dangerous contagious disease or when imbeciles or idiots are brought here. This law resulted immediately in reducing the number of such cases taken on board. Last year, however, it was still necessary to levy such fines in the amount of $14,800, which goes to show that the fine is too low. It should be increased to $200. It should be possible also to impose it where insane immigrants are brought here. The statutes have omitted to provide for a fine in such cases. It should be further possible to impose an administrative fine of $25 or $50 where immigrants are brought here with physical or mental defects (other than those referred to) which will obviously affect their ability to earn a living.

ADMINISTRATIVE CHANGES REQUIRED IN THE LAW.

There are yet other changes which should be made in the law to facilitate and render more effective the administration of the present immigration statutes. Most of them ap-

pear in the draft of a proposed new law attached to the Commissioner-General's report of 1911 and I urge that Congress adopt them. I emphasized several in my last annual report. I will merely say here that our machinery for detecting alien criminals is entirely inadequate and that many such are entering the country every year, also that the law regarding seamen is in such condition as to permit of the ships' articles being used by unscrupulous persons as a means of evading the immigration law and introducing into the country aliens incligible under the immigration statutes. Officers of the Hellenic Transatlantic Steam Navigation Company were recently found engaged in thus landing diseased Greeks, but they went about their work in so crude a manner and the evidence was so strong that it was possible to punish them under the general law. Fifteen of them were sent to jail and $41 920 were collected through fines or forfeiture of bail, while the former New York agent of this line is today serving a year's sentence in Atlanta prison for his participation in these offenses. The attention of Congress has already been called many times to the necessity for a proper law governing the admission of alien seamen into the United States, and last winter the House Immigration Committee at the instance of the immigration

authorities reported favorably a bill on this subject, but it has not become a law.

MISSIONARIES AND IMMIGRANT AID SOCIETIES.

In my last two annual reports I wrote at some length concerning abuses perpetrated by persons and organizations pretending to be what they were not and stated that it was "difficult to find words adequately to express the contempt one must have for persons who would knowingly do such things or allow them to be done". I further pointed out and now repeat that there are at Ellis Island a number of societies "which are conducted in a model way" and of missionaries "whose work is disinterested and excellent". It is unnecessary to add that the Government appreciates highly such work and does whatever it can in reason to further its purposes.

I did not suppose that it would again be necessary to call an Ellis Island missionary to account but, unfortunately, I was mistaken. Young immigrant servant girls who arrive without relatives are frequently turned over to missionaries conducting proper Homes with the understanding that situations shall be promptly found for them where they will be surrounded by good influences.

The services of such girls are usually in great demand and the Homes receive many applications for them. The missionary here in question was upon investigation found to have detained such girls at his Home an unnecessary length of time, charging them for board and lodging at rates in excess of a dollar a day and placing them eventually at their own expense through an employment agency with persons concerning whom he knew nothing, and he was further found to have made false oral and written reports to the Government concerning all of these matters, including the amount of revenue obtained from those sources. After giving him a full hearing we determined that his presence at Ellis Island was detrimental to the best interests of the immigrants and that it tended to bring into disrepute missionary work in general. We, therefore, withdrew his privileges.

HOUSE RESOLUTION NO. 166 TO INVESTIGATE ELLIS ISLAND.

The introduction of this resolution was accompanied with statements condemning in unmeasured terms the administration at Ellis Island on grounds amongst others of "cruelty to helpless and unprotected immigrants", and "arbitrary and unnecessarily harsh methods", including improper separation of families (a topic already dealt with in this report). On May 29 a hearing was had at which there appeared some twelve witnesses in support of the resolution, including Mr. Schweppendick, an editor of the "Morgen Journal", described by him as "Mr. Hearst's German newspaper" (record of hearings, p. 126), Mr. A. W. Levy, representing the "Federation of Jewish Organizations of New York", Messrs. Hoffman, Stahl, Koelble and Propping, representing certain German-American Societies, Mr. Karl Hauser, representing "old American citizenship", Mr. Joseph Barondess and two Congressmen from New York City. This office was afforded an opportunity to reply on July 10 and 11. Every specific complaint (of which there were but few) was then met and shown of record to be without foundation or based on a false or misleading statement of facts (see, for instance, ib. pp. 58, 59, 76 to 79, 84 to 94, 178 and 179). As

illustrating the carelessness with which complaints were made the Schenker case may be cited where we were charged with improperly deporting a woman and her three young children; but the Rules Committee was not informed that her husband had deserted her and that one of her children was an imbecile (ib. p. 58). The improper use made before the Committee of certain court decisions is dealt with separately in the next section of this report. With such general statements as that of the Trenton editor who said that an immigrant at Ellis Island "goes through hell - that is the only expression I know of" (ib. p. 15) it seemed best to deal by explaining to the Committee how the work of Ellis Island is really conducted, the care and patience with which cases are heard (many of them presenting questions of great difficulty), the kindly treatment immigrants receive, and the clean condition in which their quarters are kept notwithstanding so many of them bring filth with them; also how vigilant the authorities must be to guard against the ~~influence of those who for mercenary or selfish reasons are willing to see immigrants admitted regardless of their fitness under the law.~~ *fraudulent schemes and devices through which it is often sought to introduce immigrants in violation of law.*

The charges and complaints were based principally on newspaper articles published in certain German newspapers of

the City of New York which for some time past have made it their business to misrepresent and misconstrue the action of the authorities in their difficult and delicate task of administering the law at Ellis Island. The unreliability of these articles was pointed out to the Committee through reference to a number of specific cases concerning which false and sensational reports had been recently published (ib. pp. 84 to 94). It was also shown that one of these newspapers had been doing the same thing for two years prior to 1904 ~~in which year~~ where its "stories" were publicly branded as false (ib. p. 87). ~~These~~ newspapers are still displaying the same kind of "enterprise"; witness, for instance, the recent reports that two immigrants named Stoltenberg and Deer, were deported for stuttering, the facts being that one was feeble-minded and the other suffering from an organic disease of the spinal cord.

It is perhaps not surprising that the Congressman who introduced the resolution should have been misled by these newspaper articles upon which the record shows that he placed great reliance, and at the end of the second hearing he appeared before the Committee and in effect withdrew his charges of mal-administration, explaining that Ellis Island required larger appropriations for improvements and a larger

force of employees (ib. pp. 156, 157) - matters to which this office has frequently directed attention. Although the resolution was introduced in May, yet Congress adjourned without its adoption by the Committee and at the time of this writing (October) it is not known what will be done with it. Meanwhile this office is prepared, as it has repeatedly informed the Rules Committee both orally and in writing, to submit to the most searching investigation and will welcome any that will assist it in its efforts correctly and effectively to execute the law. It is glad also at any time to meet any criticism that is specific and made in good faith with a view to the improvement of the Service.

COURT DECISIONS IN THE RAFILOVICH AND BOSNY CASES.

In advocating the passage of the resolution referred to various branches of the German-American Alliance located in many cities of the United States commented on these decisions as follows:

> We regard the recent decisions and opinions of the U. S. district judges in reversing the Commissioner's ruling and impeaching his interpretetion of the immigration act as evidence of the intolerant and narrow spirit in which the Commissioner views the immigration problem.

These false comments appear to have originated in New

York City, to have been sent broadcast throughout the country and to have been adopted by a number of persons who were entirely ignorant of the true purport of the decisions and of the fact that they related the one to an alien prostitute, the other to a man and his wife who lived in New York City on the proceeds of the prostitution of others and were thus engaged in a class of "white slavery", the wife, in addition, being herself a prostitute. These three aliens having secured admission in violation of law, the Department arrested them and ordered them deported.

The Rafilowich case concerned a clever alien public prostitute who had been residing in the United States and Canada for seven years and understood English. She was arrested at Buffalo and ordered deported before she was brought to Ellis Island. While awaiting deportation here her attorney raised some question as to the evidence and to avoid even the remote possibility of error an Ellis Island inspector was by order of the Department sent to Buffalo to make further investigation. Thereafter the evidence was again carefully reviewed and the case against the girl found to be clearly established. It may be mentioned, incidentally, that she had frequently perjured herself, as where she said "I do not know where Canada is" immediately afterwards admitting that she had worked in

Toronto; and where she denied that she was a prostitute, adding shortly thereafter of her own accord "If you will release me now I swear by everything that is holy that I will never support myself by prostitution again". Deportation having been again duly ordered, a writ of habeas corpus was then sued out and came on for a hearing before Judge Holt, who in the course of his opinion said:

> In my opinion the entire system under the immigration acts for the investigation of charges against aliens who have been admitted into and have resided for some time in this country is entirely inadequate as a means of ascertaining the truth and preventing injustice, but so long as that system is followed in the proceedings taken the courts under the authorities have no jurisdiction to interfere.

This criticism relates to an act of Congress and does not in the least concern the Ellis Island office. Judge Holt seems to be impatient at the power Congress has seen fit to confer upon the executive authorities rather than upon the courts. His views as to the efficiency of the system to ascertain the truth are contrary to those of the executive authorities who, to say the least, have experience in these cases and who deport annually over 2,000 persons found in the country in violation of law without any error being called to their attention; nor do his views appear to be shared by the Supreme Court, which has described the

executive hearing to be given an alien arrested under this act in these words:

> It is not necessarily an opportunity upon a regular set occasion and according to the form of judicial procedure, but one that will secure the prompt, vigorous action contemplated by Congress and at the same time be appropriate to the nature of the case upon which such officers are required to act. (Japanese Immigrant Case, 189 U.S., p.86).

Judge Holt, while conceding that he was without jurisdiction, nevertheless criticised also the methods adopted in the conduct of some of the examinations at Buffalo and he also said that upon the record "it is impossible to say whether the woman was guilty or not", although the executive authorities who were alone competent to decide the case, had found for deportation. Out of deference to the views of the court, though in no way bound by them, the Department before deporting this girl again reviewed the whole case and carefully questioned each inspector concerned in taking the evidence only to be more fully convinced than before that she was subject to deportation and that the hearing had been conducted within the rules laid down by the Supreme Court. She was thereafter deported and the correctness of this executive action has not been further questioned.

The Bosny case concerned an alien man and his wife whose actions were so notorious that the Police Department

of New York City twice requested their deportation. Both were engaged in the unlawful and detestable business of receiving the proceeds of prostitution of others, and the Government has in its possession the books showing exactly how such proceeds were divided. In Belgium this couple had been supporting themselves in the same way. In addition the woman was herself a prostitute. Our law says that such aliens shall not remain in the country, and after a hearing the Department ordered their deportation. But they were released by Judge Holt upon a writ of habeas corpus. In his opinion he criticises at length the procedure which the Department after careful consideration and much experience has lawfully adopted in such cases with the sole object of securing, in the language of the Supreme Court, "the prompt, vigorous action contemplated by Congress", but states that the sole question in the case was whether a certain inspector had "prevented these aliens by undue influence and by intimidation from retaining counsel." The court concluded that he had and released them. The department, however, being still satisfied that they were here in flagrant violation of law, soon thereafter re-arrested and deported them to Belgium on proof which was overwhelming, and the propriety of this action is not known to have been questioned except

by the same German newspaper which supported the charges of cruelty to immigrants and arbitrary methods hereinbefore discussed. This office as well as the Washington authorities were of course very much interested to know whether any official had "intimidated" this shrewd, calculating woman who with her husband had been living in New York for several years off the vice of others and who concededly had been duly advised of her right to counsel and stated that she desired none. The court found this couple to be "aliens in humble circumstances who knew nothing of American law or of the practice in deportation cases", but as to these and other questions of fact, including the actions of the inspector, the immigration authorities were after most careful investigation unable to agree with the court, as is more fully shown in a separate memorandum on file, and the inspector remains in the Service.

Thus neither of these court decisions supports in any way the proposition for which they have been cited, and it is to be supposed that the members of the organizations which have expressed false views as to their meaning did so in ignorance of the facts.

IMMIGRATION IN GENERAL.

There are many who do not appreciate the fact that the

law excludes only manifestly objectionable classes of immigrants such as idiots, imbeciles, the insane, paupers, persons likely to become a public charge, persons with loathsome or dangerous contagious diseases, persons whose physical or mental defects prevent them from earning a living, criminals, procurers, prostitutes, so that even under a strict execution of the law we can only keep out persons whose presence would be detrimental to any community. Between these on the one hand and the class of immigrants on the other hand who are a real benefit to the country, as so large a number are, there are many who, though able to earn a living, cannot in any sense be termed desirable. They are nevertheless admissible under the low requirements of existing law which makes no provision whatever for selecting desirable immigrants, though there are many reasons why following the example of at least one other country we should take early steps to do this. The new immigration, unlike that of earlier years, proceeds in part from the poorer elements of the countries of Southern and Eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of assimilating with our people as did the early immigrants. Many of those coming from these sources have

very low standards of living, possess filthy habits and are of an ignorance which passes belief. Types of the classes referred to representing various alien races and nationalities may be observed in some of the tenement districts of Elizabeth, Orchard, Rivington and East Houston Streets, New York City. Such immigrants differ also widely from the earlier ones in respect of their occupations and the localities to which they go. Contrary to what was formerly the case a large proportion are unskilled laborers who go to the manufacturing and mining centres where the Immigration Commission recently found that there existed an over-supply of unskilled foreign labor. Over three-fifths remain in five eastern states while an undue proportion are pouring into the congested areas of our large cities where they begin their American life amongst unfavorable surroundings and exposed to many evil influences. They often herd together, forming in effect foreign colonies in which the English language is almost unknown. Miserable economic and sanitary conditions exist in many of these colonies; witness, for instance, in New York City the frequency with which the State factory inspectors are compelled to attach the red "unclean" tag to articles made

in shops and factories where aliens are employed, the threatened use of this tag constituting often the best means at their disposal of compelling the maintenance of even a semblance of cleanliness in such places.

Repeatedly the new immigrant obtains his job at the expense of an older employee who loses his. Certain employers seek new immigrant labor almost to the exclusion of other and more efficient labor, of which there may be an abundance, because of the willingness of the new immigrants (or "greenies" as they are termed) to work at the outset unduly long hours or at unduly low wages, or both, and perhaps also to pay the foreman or padrone a bonus. Later as they become more proficient and demand higher wages they are discharged and their places filled with immigrants who have arrived more recently. Experiences of this sort are frequent amongst immigrant tailors, cap-makers, carpenters, painters, bakers and others. These are matters which have a direct bearing upon the unsanitary conditions that surround the work and lives of so many immigrants of certain classes, especially in the large cities.

Many now come without the intention of settling and send back to Europe annually millions earned here. It is true

they give value for what they receive, but the immigrant who in addition remains to help build up the country permanently and invests his savings here is a better type. A large proportion of the insane in the States of New York and Massachusetts are of foreign birth and in New York City and elsewhere the foreign element is a heavy burden upon the public charities' institutions as well as upon many private institutions. In view of the trend of immigration toward the cities these burdens are more likely to increase than diminish unless our laws are made more stringent in relation both to original admission and to deportation of those who prove to be unfit within a given period after landing.

In the estimation of most impartial observers a certain minority of the new immigration is undesirable from the point of view of the interests of the United States, and this question cannot properly be considered from any other point of view. The real issue today is whether or not means should be found to keep out this undesirable minority, yet this issue is often successfully confused by interested persons who seek to make it appear that those who merely advocate further reasonable restrictions are exclusionists and hostile to immigration as a whole. The desirable immigrant will always be welcome, and one of the best ways to secure him is to

98523/182

take stringent measures to keep out those who are undesirable. That enormous benefits have accrued to this country through immigration is a fact which requires no emphasis and which none deny whose views are entitled to any weight, but this is irrelevant upon the point whether today we should not curtail somewhat that portion of the immigration which is undesirable. Those opposing all further restriction will usually be found doing so in the interest, not of the United States or of immigration in general, but of some particular class. It is well for the American people to realize that there are agencies at work to introduce some immigrants for mercenary or humanitarian reasons regardless of whether or not the best interests of the United States demand their presence here. If this country is to open its doors to certain classes of unfortunates it is difficult to see why we should not do so as to the unfortunates of the world, including those amongst the Africans and Hindoos. The very suggestion of any such course answers itself. The time has come when it is necessary to put aside false sentimentality in dealing with the question of immigration and to give more consideration to its racial and economic aspects, and in determining what additional immigrants we shall receive to remember that our first duty is to our own country.

Respectfully,

Wm. Williams

KMC

Commissioner.

Continuance of

53794

8

heretofore

53294/8-B

IMMIGRATION FILE

NO. 53294
8-B

SUBJECT:

This file is a
Continuation of
53294
8=A
heretofor
§

THE NATIONAL ARCHIVES OF THE UNITED STATES

297/8 (3)

THE WHITE HOUSE
WASHINGTON

Beverly, Massachusetts,
October 12, 1912.

OFFICE OF THE SECRETARY
RECEIVED
OCT 14 1912
DEPT OF COMMERCE AND LABOR

OFFICE OF THE CHIEF CLERK
RECEIVED
OCT 14 1912
DEPT OF COMMERCE AND LABOR

My dear Mr. Secretary:

In the absence of the President permit me to acknowledge receipt of your letter of October 11th, with enclosure from Commissioner Williams, and to say that it will be brought to his attention upon his return.

Sincerely yours,

J. H. Brahany

Chief Clerk

Hon. Charles Nagel,
Secretary of Commerce and Labor.

file 10/16

53294/8-B October 14, 1912.

Commissioner of Immigration,

Ellis Island, N.Y.H.

Referring to your letter of September 13, 1912 (No. 98537/8), the Bureau returns herewith the photographs which you requested should eventually come back to your office.

Exact copy as signed by Dan[illegible] J. Keefe.

Mailed 10/14

Commissioner-General.

AWP-F
Inclosure No. 925.

October 11, 1912.

My dear Mr. President:

Sometime ago you received a communication from the Citizens' Committee of Orchard, Rivington and East Houston Streets, New York City, in which complaint was made of a report which had been published by Hon. William Williams, Commissioner of Immigration, at Ellis Island. The complaint was referred to the Department, and by me referred to Commissioner Williams for comment. I now return the original complaint with Mr. Williams' comments. It is my impression that probably the excitement has died down and that it will not be necessary to take any further notice of this matter. At the same time, you will be glad to have an opportunity to refer to Mr. Williams' answer in case necessity should arise.

Sincerely yours,

(Rgd) Chas Nagel

Secretary.

The President,
Beverly, Massachusetts.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

IN ANSWERING REFER TO

No. 53294/8-B

Sept. 19, 1912.

OFFICE OF THE SECRETARY
RECEIVED
SEP 19 1912
DEPT OF COMMERCE AND LABOR

MEMORANDUM

for THE SECRETARY:

Attached find reply to complaint made to the President by a Citizen's Committee of Orchard, Rivington and East Houston Streets, New York. Note attached next to the papers (green marker) indicates that this matter was to be brought to your personal attention.

AWP-C

Commissioner General.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

IN ANSWERING REFER TO

No. 53438/32-A.

July 10, 1912.

To Commissioners of Immigration
and Inspectors in charge of Districts:

Referring to previous inquiries and correspondence concerning the use of MILEAGE and SCRIP books by officials of the Immigration Service and in order to provide for a uniform practice in those sections of the country in which the use of such books would be economical or desirable, the following instructions are hereby promulgated:

MODE OF PURCHASE.

1. When mileage and scrip books are purchased upon Government request for transportation, the number of the book in each case should be entered on the COUPON of the request and the KIND of book purchased should be indicated under such number. In addition, the coupon should show the COST of the book and the name of the railroad company from which it was purchased.

METHOD OF ACCOUNTING.

2. When mileage or scrip books are used for transportation, the personal travel voucher should show the DATE and POINTS between which the travel is made, NUMBERS of first and last coupons pulled, the SERIAL NUMBER of the book, the TARIFF FARE which is charged for REGULAR TICKET (if possible) and the NUMBER of the Government request for transportation upon which the book was purchased--this latter information being inserted in the column provided for that purpose on the voucher form.

The following specimen entries will show what is wanted, viz:

Date. 1912.		No. of Request
June 1 -	Washington, D. C., to N. Y., Coupons 1-226, Book 41144 ($5.65)----------	94574
June 6 -	Washington, D, C., to N. Y., Coupons 961-1000, Book 41144, part, and	
	1-186, Book 65483, part (226 mi.)	76897
	($5.65)----------	93546

PROCURING TICKETS.

3. Whenever possible, mileage or scrip coupons should be exchanged for railway tickets at regular ticket offices. This is a requirement of some of the lines in all cases and, even when not required, this method will lead to greater precision in the number of coupons pulled for the distance traveled.

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

98537/8

Department of Commerce and Labor
IMMIGRATION SERVICE

Duplicate

OFFICE OF
COMMISSIONER OF IMMIGRATION,
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

September 13, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

Under date of April 19 (your file No. 53294/8-B) you forwarded to me a complaint made to the President by a Citizens Committee of Orchard, Rivington and East Houston Streets arising out of certain statements contained in my last annual report. I return such complaint with comments, as requested. It quotes as a basis the following extract from my annual report for 1911, which extract I have, for future convenient reference, subdivided into four paragraphs:

> 1. The new immigration, unlike that of the earlier years, proceeds in part from the poorer elements of the countries of Southern and Eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of assimilating with our people as did the early immigrants.
>
> 2. Many of those coming from these sources have very low standards of living, possess filthy habits and are of an ignorance which passes belief.
>
> 3. Types of the classes referred to representing various alien races and nationalities may be observed in some of the tenement districts of Elizabeth, Orchard, Rivington and East Houston Streets, New York City.
>
> 4. They often herd together, forming in effect foreign colonies in which the English language is almost unknown.

Duplicates in file.

Commenting hereon the Citizens Committee says, amongst other things:

> We deny emphatically that there is any truth in the strictures imposed by this public official upon the inhabitants of Orchard, Rivington and East Houston Streets. . . . A survey of the district whose good name is involved in the strictures contained in Mr. Williams' report, indicating the nationalities and the moral, social and industrial activities of the population included in such district, is hereto appended. It is believed that the statistics thus presented for your consideration will demonstrate, not only that the statements made by Mr. Williams are false, but that they are libelous, and that no public official should be permitted with impunity thus to malign a large and populous section of this great city.

The "statistics" demonstrate no such thing. They will be perused in vain for anything in denial of or even bearing on paragraphs 1, 2 and 4. It would be impossible for anyone truthfully to deny that "in part" the new immigration proceeds from the poorer elements of southern and eastern Europe and lacks the capacity of assimilating with our people or that "many (not all) of those coming from these sources have very low standards of living, possess filthy habits and are of an ignorance that passes belief". Many, not including children, cannot name a country in Europe outside of their own, are ignorant of the days of the week or the months of the year and of their own ages. Large numbers can neither read nor write. That many of the new immigrants "herd together, forming in effect foreign colonies in which the English language is almost unknown" is a sad but well established fact which is giving a great deal of concern

to Americans both native and foreign born, who realize what a menace to our institutions it is to have such colonies here. Nor do these statistics demonstrate the incorrectness of paragraph 3 where I say that "types" of the foregoing classes may be observed in some of the tenement districts of the four streets here in question. I note in passing that as to Elizabeth Street my statements are not challenged. I did not say that all, or even any large portion, of the residents of any of these streets were composed of the classes described, but only that "types" of them might be observed in "some of the tenement districts of these streets". That this is true is known to all who are conversant with the situation. I have been through these districts, sent investigators to them, and have come into frequent contact with persons who have resided there. It is very easy to charge me with making "strictures". The important thing is that complainants offer no proof to show that what I actually say is wrong. As for the statistics, it is quite consistent with my remarks that the social centers, professions, industrial establishments, and other matters described are as they claim them to be. I have not denied this, and am well aware of the many splendid intellectual and educational activities of the "east side"; but if these statistics are intended to give a full picture of conditions in the streets in question as affected by their immigrant population, or if accuracy is claimed for them in all particulars, I am unable to agree.

For instance, the attempts under the heading of "Population" to show that this neighborhood is not densely populated are most misleading. The "average" number of persons to a block is represented as 594. This result is reached by counting the inhabitants of linear blocks (57 as is stated, though 50 is the correct figure for the district referred to). Some of these blocks pass through dense populations and some through open-air playgrounds. The average population in a linear block is worthless as a means of proving or disproving congestion. The computation should be by rectangular block. I annex a paper as Exhibit A, prepared from the Federal Census of 1900 and 1910 and the State Census of 1905, which much more accurately represents the density of population in and about these streets and shows the figures given in the statistics to be very much too low. For further information on this point see "Federation" for May, 1908, and February, 1911, (Exhibit B). There is a mass of other material available.

In other material respects these statistics appear to be incomplete. They are silent as to the number of persons who, during the last year, have been arrested on these streets and brought before the courts on criminal charges; also as to whether or not prostitution has in recent times been carried on in any of the houses in these streets. We are reliably informed that it has been. Nor do they show that opposite the residence of one of the signers on East

Houston Street lived until very recently a procurer who held a girl named Bertha Sinkoff in white slavery and was successfully prosecuted therefor. It is generally understood that, if not in the three streets named, yet in their immediate neighborhood, more or less commercialized vice flourishes (some say a great deal) and that there are many male aliens in this part of New York whose principal income is derived from the shame of women. It is notorious that this business is in the hands of foreigners. I do not know how many of complainants are familiar with what goes on at some of the all-night shirt-waist dances within a block of one of the streets referred to. We, on the other hand, have a report on this subject tending to show that in the interest of ordinary morality many features of these "dances" had better be omitted. We have also on file lists showing large numbers of alien families of various races and nationalities who lived in crowded, filthy, unsanitary quarters in various parts of New York City, including these and adjacent streets, until tuberculosis developed, when they were removed to other quarters. If all of the statistics of the Department of Health, and particularly those of the dispensaries in the crowded east side districts, were published, much surprising information would come to light. The case of the Pignatelli family, residing in Cherry Street in conditions of dirt and confusion, with three out of four

children feebleminded, two of them public charges and another suffering from loss of right eye through disease, is a specific and typical instance of bad immigrant conditions on the east side. Of these and many other relevant things that might be mentioned, including perhaps the fact that one of the signers who resided at 129 Rivington Street absconded after becoming surety on six Ellis Island bonds, it is most charitable to assume that the great majority of the signers were ignorant. Most of them are not "residents" of these streets, though they have stated themselves to be such. They merely do businsss there, residing elsewhere. It is worth noting that a number of them are dealers in immigrant steamship tickets or do an immigrant banking business. A correct execution of the immigration law often interferes with these kinds of business.

It is an easy matter to secure names to almost any petition, and it is especially easy to secure them to a petition having its origin on the East Side and constituting an attack on Ellis Island. Many of the signers have been interviewed by a representative from this office, who learned that they had not taken the trouble to inform themselves as to the kind of paper they were setting their names to. For some it was enough to know that it was an attack on Ellis Island. Others thought it was a protest against the Dillingham bill.

My remarks are stated to be objectionable because they are apt to arouse "unwarrantable prejudice . . . among immigration inspectors, who, as pointed out by the Congressional Immigration Commission, are at present disposed in a greater or less degree to reflect in their decisions the attitude of the Commissioner, thus tending to impair the judicial character of the board". This has a familiar sound and suggests the authorship of at least a part of the complaint. It is most unlikely that any substantial number of complainants have any understanding whatever of these matters.

Sometimes papers of the type of this complaint are as significant in what they omit to criticise as in what they criticise. Immediately following the portion of my annual report to which exception has been taken I further stated that one kind of proof of the miserable economic and sanitary conditions existing in many of the foreign colonies referred to was the "frequency with which the State Factory Inspectors are compelled to attach the red unclean tag to articles made in shops and factories where aliens are employed". Complainants do not take issue with me as to this.

One of the best informed persons as to east side congestion is the Director of the Tenement House Committee of the Charity Organization Society of New York City. Annexed hereto as Exhibit C is a letter to me dated May 6, 1912, written in reply to a request for information as to whether or not

I had made any statements in the subdivision here in question of my annual report which were not in accordance with the facts. Note that he says "from a long experience and intimate familiarity with the conditions of the east side of New York extending over a period of twenty years I should say that in the report in question you had very greatly understated the conditions in question".

My sole intention in writing as I did was to state economic, industrial and sociological facts which are open to the observation of anyone. I did not intend to pass "strictures" upon anyone, though to those of our alien inhabitants who happen to belong to the types to which I referred I have no apology to make. I did not put them there. Most of complainants are Hebrews, though I was careful to state, as is the fact, that "various alien races and nationalities" were represented in the district to which I referred. Since it is Hebrews who are attempting to raise a false issue with me, I annex hereto as Exhibits D and E two translations of editorials which recently appeared in the Jewish Daily News and which contain much that is relevant here. They are referred to with approval by Mr. Henry J. Dannenbaum, a prominent Hebrew who has faithfully served the Government in the past, in an address made at New Orleans in January, 1912, of which you have copies. It has always seemed to me very foolish and short-sighted for some of the Hebrews in New York City to be so sensitive to

reasonable criticism of certain immigrant conditions, which all fairminded persons admit to be unfavorable. These conditions have been recognized and deplored over and over again by representative Hebrews. Only yesterday Rabbi Wise had occasion to refer to the Jewish criminal population of New York in language shown in Exhibit F hereto annexed. I have never indulged in any unfavorable criticism of Hebrew or any other immigration as a whole. On the contrary, I have repeatedly gone on record in praise of good immigration from whatever sources, have recognized the great debt this country owes to immigration, and have repeatedly stated that no one race or nationality enjoyed a monopoly of the good immigrants who come here. It is not creditable to the honesty or intelligence of my critics that they indulge in so much misrepresentation of fact and endeavor to make the ignorant believe that because I do not find perfection in all matters pertaining to immigration, and because I do not hesitate to expose what I find to be wrong, therefore I am hostile to all immigration. It would be just as reasonable to argue that the eminent Hebrews who are not afraid to expose the ugly traits and deeds of some of the members of their race were hostile to all of them. I close by saying that the misrepresentation and other unfair and unscrupulous methods pursued by most critics of the immigration authorities are of themselves sufficient to cast suspicion upon their motives.

Respectfully,

Inc. 9312
VL

(Signed) Wm. Williams,

Commissioner.

Exhibit A.

TABLE SHOWING DENSITY OF POPULATION BY RECTANGULAR BLOCKS.

| | | |

Exhibit B.

Extracts from the "FEDERATION" published by the Federation of Churches and Christian Organizations in New York City.

"If more evidence were needed to show that, in spite of all the new tenement laws, the evil of tenement house overcrowding is growing fastest in blocks already unlawfully congested, a brief study of the real lower east side's 39 blocks of over 1,000 density will furnish it in a truly starrling measure. In five years the average population of these blocks had increased by 415; the average density had risen from 973 to 1,136. Occupying as they did but a little over 9 per cent of the area of the real lower east side, these blocks contributed 22 per cent of the total increase of this tightly crowded section, which itself as a whole had grown at such a truly phenominal rate. Between Rivington and Stanton Streets from Chrystie Street to Hamilton Fish Park were to be found 19 blocks in an uninterrupted row, all over 750 in density and 12 of them of over 1,000 density. Fourteen such blocks are to be found between Rivington and Delancey Streets." Federation, May, 1908.

"Immigration and the congestion of Manhattan Island are undoubtedly very immediately connected.

In a Federation bulletin issued in June, 1909, the result of a count of the densest blocks in the old 4th Assembly District was published, showing that 79.4% of the population in the four densest blocks on Manhattan Island were of Russian parentage, and less than 4% of American parentage." Federation, February, 1911.

Exhibit C.

EXTRACT FROM LETTER OF DIRECTOR OF TENEMENT HOUSE COMMITTEE OF THE CHARITY ORGANIZATION SOCIETY TO COMMISSIONER WILLIAMS.

From a long experience and intimate familiarity with the conditions on the East Side of New York, extending over a period of twenty years, I should say that in the report in question you had very greatly understated the actual conditions.

In the official report of the New York State Tenement House Commission, appointed by Governor Roosevelt under authority of an act of the Legislature in 1900, of which Mr. Robert W. de Forest was Chairman and I was the Secretary, you will find the following statement (Assembly Document 76, 1901):

> "The tenement districts of New York are places in which thousands of people are living in the smallest space in which it is possible for human beings to exist - crowded together in dark, ill-ventilated rooms, in many of which the sunlight never enters and in most of which fresh air is unknown. They are centres of disease, poverty, vice, and crime, where it is a marvel, not that some children grow up to be thieves, drunkards, and prostitutes, but that so many should ever grow up to be decent and self-respecting. All the conditions which surround childhood, youth and womanhood in New York's crowded tenement quarters make for unrighteousness. They also make for disease. There is hardly a tenement house in which there has not been at least one case of pulmonary tuberculosis within the last five years, and in some houses there have been as great a number as twenty-two different cases of this terrible disease. From the tenements there comes a stream of sick, helpless people to our hospitals and dispensaries, few of whom are able to afford the luxury of a private physician, and some houses are in such bad sanitary condition that few people can be seriously ill in them and get well; from them also comes a host of paupers and charity seekers. The most terrible of all the features of tenement house life in New York, however, is the indiscriminate herding of all kinds of people in close contact, the fact, that, mingled with the drunken, the dissolute, the improvident, the diseased, dwell the great mass of the respectable working-men of the city with their families."

All through this report you will find similar expressions with regard to bad conditions which exist.

It has been notorious for years that the worst conditions in this city have existed on what is known as the lower East Side, the district south of 14th Street and east of Broadway, and the streets you particularly mention in your report are streets where such conditions prevail to a marked degree.

Again, in my book "Housing Reform", on Page 7, occurs the following statement:

> "The conditions in New York are without parallel in the civilized world. In no city of Europe, not in Naples nor in Rome, neither in London nor in Paris, neither in Berlin, Vienna nor Buda Pesth, not in Constantinople nor in St.Petersburgh, not in ancient Edinburgh nor modern Glasgow, not in heathen Canton nor Bombay are to be found such conditions as prevail in modern enlightened, twentieth century, Christian New York.
>
> In no other city is the mass of the working population housed as it is in New York, in tall tenement houses, extending up into the air fifty or sixty feet, and stretching for miles in every direction as far as the eye can reach. In no other city are there the same appalling conditions with regard to lack of light and air in the homes of the poor. In no other city is there so great congestion and overcrowding. In no other city do the poor so suffer from excessive rents; in no city are the conditions of city life so complex. Nowhere are the evils of modern life so varied, nowhere are the problems so difficult of solution."

Again, in the same book, on Pages 10 and 11, occurs the following:

> "Through these causes, we have today the tenement house system prevalent throughout New York as the chief means of housing the greater part of the city's population, over two-thirds of the people living in multiple dwellings; we have today over 100,000 separate tenement houses; we have a city built up of four and five story buildings, instead of two-story and three-story ones; we have over 10,000 tenement houses of the hopeless and discredited "dumb-bell" type with narrow "air-shafts" furnishing neither sunlight nor fresh air to the thousands of people living in the rooms opening on them;

we have over 20,000 tenement houses of the older type in which most of the rooms are without light or ventilation; we have over 100,000 dark unventilated rooms without even a window to an adjoining room; we have 80,000 buildings, housing nearly 3,000,000 people, so constructed as to be a standing menace to the community in the event of fire, most of them built with wooden stairs, wooden halls and wooden floors, and thousands built entirely of wood.

Over a million people have no bathing facilities in their homes; while even a greater number are limited to the use of sanitary conveniences in common with other families, without proper privacy; over a quarter of a million people had in the year 1900, no other sanitary conveniences than antiquated yard privies; and even today 2000 of these privy sinks still remain, many of them located in densely populated districts, a source of danger to all in the neighborhood, facilitating the spread of contagious disease through the medium of the common house-fly.

Here we have conditions of congestion of population unparalleled elsewhere in the civilized world. In one small portion of Manhattan Island the district south of Fourteenth Street and east of Broadway, dwell over 500,000 human beings, a population in itself greater than the entire population of any other American city except Chicago, Philadelphia, St. Louis, Boston and Baltimore; a population greater, indeed, than the population of each of the following states: Arizona, Delaware, Idaho, Montana, Nevada, North Dakota, Oregon, New Hampshire, New Mexico, Rhode Island, Utah, Vermont and Wyoming."

No one who has the slightest familiarity with the conditions which exist in these portions of New York City would question the accuracy or propriety of the statements in your report. They are too well known to be questioned, and have been recognized for years by every one familiar with conditions. Private volunteer worker and public official will all testify alike to the accuracy of your statements if any question is raised as to them.

Exhibit D.

TRANSLATION FROM THE JEWISH DAILY NEWS
NEW YORK---May 14, 1911.

THE EAST SIDE THIEVES AND MURDERERS.

It is almost impossible to comprehend the indifference with which the large New York Jewish population hears and reads, day after day, about the thefts and murders that are perpetrated every day by Jewish "gangs", real bands of robbers,-- and no one raises a voice of protest, and no demand is made for the protection of the reputation of the Jews of America, and for the life and property of the Jewish citizens.

A few years ago, when Commissioner Bingham came out with a statement about Jewish thieves, the Jews raised a cry of protest that "reached the heavens". The main cry was that Bingham exaggerated and gave too large the number of Jewish criminals. But when we hear of the murders, hold-ups and burglaries committed in the Jewish section and by Jewish criminals, we must, with heart-ache, justify Mr. Bingham.

The gangs have spread such a reign of terror that people are afraid to complain. Only he who has been the victim of this crime, who has been robbed or crippled by the gang, dares to cry out, but his cry is virtually a "voice that crieth in the desert". A prominent East side physician, who is familiar with the conditions there, assures us that the Jewish murderous gangs are to-day so well organized and audacious that one can get them to put an enemy out of the way for five hundred dollars; crippling him costs twenty-five dollars. Hands or feet broken, teeth knocked out, eyes cut out, one can order for a few dollars.

Our large New York Jewish population ignores these dreadful conditions, and waits, apparently, for a second Bingham to come and stir the world with anindictment against a l l Jews. And then they will raise a cry.

Jewish citizens must unite and demand more protection against Jewish gangs. It is a fact that Jewish murderers and thieves dominate particularly the Jews. It is necessary that the Jewish public alone should raise a cry of protest against the Jewish criminals and not wait for others to do it for us.

We can quite easily bring our influence to bear upon the Legislature, to the effect that the crime of pistol-toting shall be heavily and severely punished, and the organizing of bands be better detected and broken up.

We do not undertake to say what should be done. But we are sure that something could be done, if the Jewish people awoke from their criminal indifference!

Commenting on this editorial (Exhibit D) Mr. Dannenbaum, former Assistant U. S. Attorney General, says:

> This is not the language of an anti-Semite, but the deliberate utterance of Leon Saletkoff, a prominent leader of the East Side and a loyal Jew. I have had the opportunity personally to confirm the truth of his charges, and, I may add, that he has omitted to mention the undue complicity of Jews in another crime, the worst on the calender.

Reference is made to the "white slave traffic", of which Mr. Dannenbaum says in part:

> Suddenly we find appearing in the life of the large cities the scarlet woman of Jewish birth. The number multiplies until it becomes a problem that causes us to fear and to tremble. Then comes the knowledge that this sudden break in Jewish morality was not natural, that it was the produce of cold, calculating, mercenary methods, devised and handled by men of Jewish birth. Let me hasten to add that there are others besides Jews among the traffickers and their victims. But t he very congestion in the large cities to which I have already referred, makes the immigrant Jewish population a fertile breeding ground for both. . . . And I may add the information acquired during my service with the Federal government that in practically every part of the United States Jewish traffickers and Jewish victims are far in excess of our proportionate relation to the general population. . . . It is high time that the intelligent Jewish thought of this country should study the effect of this traffic upon Jewish morality, that it should realize that the immigrant girl deserves a safe way to walk in as well as the immigrant boy deserves a safe place to work in; that it is as important to protect innocence from the pitfalls of sin as it is to protect the weak against the ravages of hunger and disease.

Exhibit E.

TRANSLATION FROM THE JEWISH DAILY NEWS
NEW YORK - MAY 25, 1911

CLEAN THE EAST SIDE FROM GANGS!

The grief caused to the Jews of America by the "Globe", with her poisonous headlines, about an editorial of the "Tageblatt", which that paper crippled in translating, may serve as a splendid example, in this present frightful condition on the East Side, to the Jews of New York. They should, from their own feelings, arrive at this inference: if a remark from a Jew, written with heart-ache and sincerity, could make such a stir when it was taken up by a non-Jew, how much more of mortification, and degradation, and slander, and anti-Semitism, will the non-Jew create when he will undertake to investigate and describe these mournful conditions!

How much more so will Jewish hearts bleed when the English press will come out with descriptions of gambling houses packed with Jewish gamblers; of the blind cigar-stores, where Jewish thieves and murderers are reared; of the gangs that work systematically and fasten like vampires upon a peaceable Jewish population; and of all the other nests of theft, robbery, murder and lawlessness that have multiplied in our midst!

Those who think that a Jewish paper should conceal such things are making a grave mistake. Concealing is repugnant to all real Jewish conceptions of our nation. Even Isaiah cried out: Ah, sinful nation, a people laden with iniquity, a seed of evil-doers, children that deal corruptly!-- The difference between an Isaiah and an anti-Semite, an enemy, is that Isaiah began his reproofs with an "Ah", "Alas!"-- the anti-Semite shouts it out without "Ah", but with a certain mischievous joy, not with heart-ache, but with gall and poison.

But what shall we do? -- is heard from all sides.

We are told: the police is responsible. They know the gangs, are familiar with the nests of crime, and yet they tolerate them; perhaps, profit by it.

We are told: Mayor Gaynor is responsible. He is too weak to handle the police. He has not the power to appoint the proper persons, who will perform his commands.

We are told: politicians are responsible. They protect the gangs, who serve them on election day.

It may be that all this and some more is true. But what is the remedy?

We appreciate the impossibility of demanding of peaceful persons, who know of the nests of crime, to complain and point out where the criminals are. No one has more than one life, and no one will jeopardize it, without reason, for the public welfare. And if there should be found one who is ready to so sacrifice himself, he will have done so in vain.

What is necessary is the action of the public, and not one action but an ever-lasting, never-ceasing, steady and fixed propaganda.

It is necessary that a large number of influential Jews organize themselves into an Anti-Crime Society for the East Side, who shall receive secretly the complaints of innocent persons who are forced to pay contributions, shall keep a record of the gangs and their nests, and demand of the authorities to free the East Side from them. And this work must be maintained day after day, year after year, without regard to politics or politicians.

Such organization will not have to fear gangsters or murderers and will compel the Mayor, the police and all those who neglect their duty, to do what the law expects of them.

Exhibit F.

EXTRACT FROM ADDRESS OF RABBI WISE DELIVERED AT CARNEGIE HALL, NEW YORK, SEPTEMBER 12, 1912.

(As reported in the New York American September 13,1912.)

"The hour is come when we must seek to help, not in arrogance, but in humility. We must give ourselves, not a tithe of what we have, but all that we are and may achieve, to the end that the Rosenthals and Horowitzes and Rosenzweigs be blotted out. The Jewish criminal population of New York must be reduced, and reduced not only in the interest of statistics, not only in the interest of law and order, but in the interest of the American democracy, to which we wish to contribute elements of honor in the name of the Israel we love."



53294/8-B ---------- July 8, 1912.

COPY

TREASURY DEPARTMENT
WASHINGTON July 1, 1912.

The Honorable,
The Secretary of Commerce and Labor,
Washington, D. C.

Sir:

I have the honor to acknowledge the receipt of your letter of the 27th ultimo concerning the request of Hon. William Williams, Commissioner of Immigration, port of New York, for information contained in the records of the Internal Revenue Bureau which he deems essential he should have in defending himself against attack which has been made upon him by certain residents of Rivington, Orchard and East Houston Streets, New York City, on account of statements made in the Commissioner's last annual report with respect to the congested conditions under which aliens live on those streets, the President having called upon him for an explanation concerning the same.

In reply I beg to advise you that the Commissioner of Internal Revenue has been authorized to furnish the information called for by the request of Mr. Williams with the distinct understanding that such information shall be used only for the purpose for which it is requested; that is, in support of his report referred to in addressing the President upon the subject and shall not be in any manner made public or given out for publication or communicated to any person other than the President.

As soon as the statement embracing the information called for shall have been completed the same will be forwarded to Commissioner Williams.

Respectfully,
(Sgd) Franklin MacVeagh
Secretary.

OFFICIAL COPY respectfully referred to the Commissioner of Immigration, Ellis Island, N. Y. H., for his information in connection with his No. 98565/115.

Exact copy as signed by [illegible]

CTH

Mailed 7/8 by

Commissioner-General.

9

OFFICE OF THE SECRETARY

53194/8

TREASURY DEPARTMENT

WASHINGTON July 1, 1913.

M Cable

CHIEF CLERK RECEIVED JUL 5-1912 COMMERCE AND LABOR

JUL 5-1912

ASSISTANT SECRETARY RECEIVED JUL 5-1912 OF COMMERCE AND LABOR

The Honorable,

The Secretary of Commerce and Labor,

Washington, D. C.

Sir:

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In reply I beg to advise you that the Commissioner of Internal Revenue has been authorized to furnish the information called for by the request of Mr. Williams with the distinct understanding that such information shall be used only for the purpose for which it is re-

quested; that is, in support of his report referred to in addressing the President upon the subject and shall not be in any manner made public or given out for publication or communicated to any person other than the President.

As soon as the statement embracing the information called for shall have been completed the same will be forwarded to Commissioner Williams.

Respectfully,

Franklin MacVeagh

Secretary.

JNS

53294/8-B June 27, 1912.

The Honorable,

The Secretary of the Treasury.

Sir:

I have the honor to allude to certain correspondence which has passed between the Commissioner of Immigration at New York and the Commissioner-General of Immigration regarding the desire of the former to obtain from the Internal Revenue records certain data which it is essential he shall have in defending himself against an attack which has been made upon him by certain residents of Rivington, Orchard, and East Houston Streets, New York City, on account of statements made in the Commissioner's last annual report with respect to the congested conditions under which aliens live on those streets, etc.

The Department is advised by the Commissioner at New York that his request has been referred by the Commissioner of Internal Revenue to you for a special ruling as to whether the same shall be granted. It is hoped that the matter may be favorably determined by you at an early date, as the Department feels that the Commissioner should be furnished the desired information if possible.

Respectfully,

AWP-H

OFFICIAL COPY respectfully referred to the Commissioner of Immigration, Ellis Island, N. Y. H., for his information in connection with his letter of the 24th inst. (98565/115).

CTH

Acting Commissioner-General.

Department of Commerce and Labor

Please submit
to the Secretary

C. E.

No. 203
Ed. 5-9-11—700,000

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98565/115

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

June 24, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

See your 53294/8-B of June 21 in which you state that no doubt I will receive the data which I request of the Commissioner of Internal Revenue "without further delay or trouble". As to this I do not feel so sure. Here is copy of a letter which I this day receive from his office:

> I have the honor to acknowledge the receipt of your letter of the 18th instant, accompanied by an affidavit, in which you make application for certain information contained in the records of the revenue agent at New York relating to persons arrested for violations of the internal revenue laws in the City of New York, and to advise you that the papers have this day been referred to the Honorable Secretary of the Treasury with request that this office be instructed as to whether the information called for should be furnished.
>
> When reply is received from the Secretary of the Treasury you will be further advised in the premises.

I am inclined to think that it would be well for the Department to back up my request. Undoubtedly if the Secretary of the Treasury is made to understand the situation he will grant it. Furthermore, I want this information as soon as I can have it in order that I may dispose of the matter to which it relates.

Respectfully,

Wm. Williams

VL

Commissioner.

53294/8-B June 21, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

In response to your letter of the 18th instant (personal), I beg to state that your communication to the Commissioner of Internal Revenue has been read and mailed to him.

No doubt you will receive the data you desire without further delay or trouble.

Exact copy as signed by Daml. J. Keefe

Mailed 6/21 by

AWP-H Commissioner-General.

ADDRESS REPLY TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

Department of Commerce and Labor
IMMIGRATION SERVICE

PERSONAL.

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

June 18, 1912.

Dear Mr. Keefe:

I enclose certain correspondence which I have had with the Commissioner of Internal Revenue. It relates to the complaint that has been made against me by certain residents of Orchard and other east side streets. See copy enclosed. You will recall the incident. I am complying with all of the requirements of the Commissioner of Internal Revenue. As I am an officer of the Government it does not seem to me that I should be subjected to so much trouble in getting the information in question. But never mind about this. I want it furnished. Will you please send the enclosed over to Mr. Cabell, with or without any comment? We would not make so much trouble to an officer of the Treasury Department who wished information concerning a detained immigrant.

Very truly yours,

Commissioner.

Inc.
VL

Enter previous W
A.V.S.
Letter to Mr. Cabell has been mailed

Hon. William H. Taft,

President of the United States of America,

Washington, D. C.

Sir:-

The undersigned are residents of Orchard, Rivington and East Houston Streets, in the Borough of Manhattan, City of New York. As such they respectfully call your attention to the following statement contained in the annual report for the year ending June 30, 1911, of William Williams, Esq., Commissioner of Immigration for the Port of New York:

"The new immigration, unlike that of the earlier years, proceeds in part from the poorer elements of the countries of Southern and Eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of assimilating with our people as did the early immigrants. Many of those coming from these sources have very low standards of living, possess filthy habits and are of an ignorance which passes belief. Types of the classes referred to representing various alien races and nationalities may be observed in some of the tenement districts of Elizabeth, Orchard and Rivington and East Houston Streets, New York City. ... They often herd together, forming in effect foreign colonies in which the English language is almost unknown."

The report in which these expressions occur was printed as a separate document on December 5, 1911 (Senate Document No. 124, Sixty-second Congress, Second Session), and is also included in the printed annual report of the Commissioner General of Immigration for the year ending June 30, 1911 (pages 144-153), and is also printed in the pamphlet entitled "Hearings Relative to Further Restriction of Immigration before the Committee on Immigration and Naturalization, House

of Representatives, Sixty Second Congress, Second Session."

Although this report of Mr. Williams is supposed to relate solely to Ellis Island affairs, fully two pages are devoted to matters having no bearing whatsoever upon the affairs at Ellis Island, but are evidently interpolated for restrictionistic purposes.

While the individual views of the Commissioner are no concern of ours, we are vitally interested in that portion of his report which undertakes to reflect upon us, as indicated in the foregoing excerpt. We deny emphatically that there is any truth in the strictures imposed by this public official upon the inhabitants of Orchard, Rivington and East Houston Streets. A large proportion of them are citizens of the United States, loyal to their country and to its institutions, seeking by their industry to add to the well-being of the community in which they reside. Those who are not citizens, intend to become such at the earliest opportunity. Although most of the residents of these streets are of foreign birth, they have come to this country for the purpose of establishing permanent homes, of rearing and educating their children as good Americans, and of enjoying the blessings of freedom, at the same time assuming and performing the obligations which residence and citizenship entail.

A survey of the district whose good name is involved in the strictures contained in Mr. Williams' report, indicating the nationalities and the moral, social and industrial activities of the population included in such district, is hereto

appended. It is believed that the statistics thus presented for your consideration will demonstrate, not only that the statements made by Mr. Williams are false, but that they are libelous, and that no public official should be permitted with impunity thus to malign a large and populous section of this great city.

Remarks of this character, emanating from one occupying the official position that Mr. Williams fills, are calculated to do great injury to those who are included within them. They are particularly objectionable because they are apt to arouse unwarrantable prejudices against immigrants, and especially among immigration inspectors, who are his subordinates and who, as has been pointed out by the Congressional Immigration Commission, are at present disposed "in a greater or less degree to reflect in their decisions the attitude of the Commissioner," thus "tending to impair the judicial character of the Board."

Under the circumstances we are impelled, not only for self-protection but because we believe it to be our duty as citizens, to protest against these wanton and unjustifiable reflections upon us; against this attempt on the part of a public official to discriminate among those who have passed through the gate at Ellis Island, and who have become absorbed in the general population of this country.

Moreover, we consider the remarks to which we have taken umbrage as a gratuitous insult, because in making them Mr. Williams did not deal with any matters which came within

his jurisdiction, which is confined to Ellis Island, but has seen fit, either maliciously or without knowledge of the conditions which he seeks to describe, to animadvert upon us and those whom we represent, all of whom are striving to the utmost of their power to maintain the respect and good-will of their fellow-citizens.

We therefore respectfully pray, that such action may be taken in the premises as will vindicate our reputation and that of our families and neighbors, and will result in the retraction of the libelous charge of which we complain.

Dated, New York, April 9, 1912.

Respectfully submitted,

CITIZENS COMMITTEE

of

ORCHARD, RIVINGTON AND EAST HOUSTON STREETS,

NEW YORK CITY.

(Sgd.) Moe Lenkowsky,

Chairman.

#78 Rivington St N. Y.

(Sgd.) Anton Kaufman,

Secretary.

288/290 E. Houston Str. N. Y.

ORCHARD STREET.

Daniel Jones	62
Jake Polansky	62
Julius Rosenberg	63
Morris Levin	95
Morris Claman	97
Morris Saiman	96
G. Lieberman	1105
S. Schichter	125
Harry Schartz	131
A. Weisner	139
S. Tullman	145
S. Tullman	145
Hyman Dorfman	147
M. H. Hoffman	149
Zise Kapen	163
Aron Klein 165 Orchard St	165
Louis Greenfeld	175
Morris Myerson	182
Hyman Sprung	164
Sigmund Thom	166
Meyer Rubin	162
Louis Winkelstein	37
M. I. Grossman	37
S. Rosenzensky	35
Israel Salikn	35
Joseph Robinson	33
Chorl Cohn	31
S. J. Allschub	29
Joseph Mendelsohn	27
Hyman Rosenblum	27
JacobH. Cohen	2
Louis Lessler	1
S. Matlin	1
I. Steinberg	48
Louis Bralcuer	2
Irving Sigred	2
Samuel Frank	54
Philip Lerenthal	58
Reuben Wohl	58
Meyer Cruminsky	58
Morris Schneider	60
Moses Janoff, 12 Orchard St.	
David Cohen	14
Joseph Swinson	14
U. Senneitz	14
Morris A. Zuckerbraun	16
Jacob Mandelbaum	16
Max Karpas	19
Louis Levinson	19
Samuel Tumgstor	23
Max Soloveinsky	25
H. D. Cantrowitz (?)	25
Max Moskowitz	22

ORCHARD STREET

Samuel Greenfeld	22
Hyman Sobel	24
Abraham Selevan	26
Morris Kaplan	26
A-- Silemmo	26
Jacob Mandel	28
Rulin Fagen	30
David Knitman	30
Bernhard Leon	34
Nathan Treuk	74
Max Bochne	76
Ludwig Deitsch	78
M. Dilitken	78
Kaspar Linn	120
George Winstreck	132
Jacob Oglentsky	140
J. Schennan	142
Tobias Brandes	190
T. Friend	190
D. Silverman	199
Joe Holtzman	199
Snare Pepye	191
Selig Cohn	198
T. Albert	45
Jacob C. Rubinstein	51
Carl Silverman	53
Louis Salzengle	55
Leon Laurowitz	59

NATIONAL ARCHIVES OFFICE

RIVINGTON STREET

Moe Lenkowsky	78
Aron Singer	68
David Lassoy	65
Abraham Goldenstein	65
User Wolfson	69
George Wolfson	69
Nathan Frank	69
Dr. I. Leibowitz	70
B. Cameol	72
David Alperin MD PH D	72
Isaak J. Hill D D S	72
Charles Kopp	66
M. Karneol	70
Louis Miller M.D.	76
Chas. Rosenthall D.D.	76
Joseph H. Struborich	80
Samuel Sobel	84
Morris Doenstanoller	84
Joseph Rothman	92
Joseph Cohen	92
Henry Peitel P.H.S.	86
Chemis Rolman	85
Benjamin Prunel	81
Aron Reish	79
Max Koysilowe	75
David Hidlemen	71 & 73
Jacob Aranowitz	62
Abraham Hershow	65
Morris Horowitz	83
Isaak Margulis	83
Morris Schuchter	85
Louis Koslin	92
Reuben Schatz	94
Isidor Sherman	98
Isaac Fricklos	97
Hyman Horowitz	99
Sam Kassel	99
Abraham Cassel	101
Hirsch Rabinowich	100
Louis R. Fiehert	100
Abram Packer	100
Oscar Arnold	103
Samuel Garber	105
Louis Bonoloronsky	109
Reuben Auerbach	129
Abraham Kraus	272
H. Frager	127
S. Hoysler	127
Samuel Weintraub	140
David Zieller	129
Nathan Zieller	129

RIVINGTON STREET

Morris Rosentraub	134
Leon Frost	131
Abram Moses Rotenstern	135
Max L. Frost	131
Hores Shoihet	137
Harry Platzen	137
Louis Goldstein	137
M. Sanderovitz	137
Harry Kornetzky	149
Philip Rosenthal	161
Jacob Rosenthal	149
Benet Feigenbaum	151
Adolph Mandel	155
Rudal Kanasch	155
Nathan Katz	155
George Feuerstein	155
Sam Weinstock	161
Julius Liberman	169
Louis Liberman	169
Feiwel Silver	187
Sam Tabak	187
A. Katz	187
H. Steigbigel	227

Name	Address	Occupation
Benjamin Rothenberg	303 East Houston St	Jeweler
Harris Sokolonsky	150 Norfolk St	"
Simon Klein	304 East Houston	Clothing
Herman Liebermann	306 East Houston	Restaurant
D. H. Gottlieb	127 Stanton	Salesman
Emil Adler	216 East Houston	"
Ignacy Reich	312 " "	"
Isac Schernert	315 " "	"
Morris Philip	325 " "	Printer
Jacob Goldfarb	338 " "	Jeweler
H. Kraus	338 " "	Importer
A. Freedman	344 " "	Pawnbroker
Joseph Sternbach	348 " "	Auction
Nathan Libowitz	356 " "	Jeweler
J. Brand	356 " "	Clothing
J. C. Steinhardt	6 Clinton Street	Salesman
Simon Roth	353 East Houston Street	Hatter
Bernard Mannes	339 " " "	---
William J. Davis	New Jersey & Mortimor Ave. Brooklyn	---
M. Mavens	339 East Houston Street	---
Louis Friedman	331 " " "	Frame business
Dave Weinberger	331 " " "	Post office clerk
Emanuel Teitelbaum	329 " " "	Cleaner and Dyer
Philip Goldsmith	325 " " "	Jewelry
Moses Goldenberg	323 " " "	Provisions
Adolph Deutsch	319 " " "	Banker
Armin Weinberger	329 " " "	Bookkeeper
Bernat Deutsch	310 " " "	Cashier
A. B. Newman	288 " " "	Tobacco Importer
Anton Kaufman	290 " " "	---
Marcus Schulsinger	279 " " "	Barber
Benedict Jomple	288 " " "	---
David Volkman	284 " " "	---
Samuel Fuchs	280 " " "	---
Philip Hurwitz	278 " " "	---
Reuben Feigenbaum	270 " " "	
Faerber, Silverman & Co.	268 " " "	
Sam'l Silverman	286 Brook Ave. Bronx	
S. Herskowitz	290 Stanton Street	
B. Buxbaum	260 East Houston Street	
I Greenfield	75 Avenue B	
M. Weinberg	809 East 9th Street	
Joseph Boritz	132 Columbia St.	
Herman L. Stern	250 East Houston Street	
Freedberger Kosch	6 & 8 Avenue A	
Rosenbaum & Levine Bros.	226 East Houston Street	
---- Kirsch	220 " " "	
M. Greenspan	218 " " "	

Name	Address	Occupation
A. Zarembowitz	216 E. Houston Street	
Isidor Tannenbaum	206 " " "	
Joseph Sobel	194 " " "	
Joseph H. Mayers	196 " " "	
Louis Lieblech	194 " " "	
Max Jacobs	192 " " "	
Abraham I. Levy	217 " " "	
Joseph J. Schlesinger	215 " " "	
Iceland Hyman	207 " " "	
L. Rosenberg	201 " " "	
Harry Hiller	189 " " "	
Sigmund Danner	189 " " "	
Semil Kreisberg	187 " " "	
S. Ershowsky & Bro.	173 & 175 East Houston Street	
United Cutlery Co.	170 East Houston Street	
Israel Wien	170 " " "	
C. Kornvein	158 " " "	
Ignaz Reich	303 " " "	Jeweler
Samuel Goldberg	313 " " "	Pharmacist
William Jacobs	313 " " "	Diamond-setter
Harris Safran	309 " " "	Butcher
Jacob Held	309 " " "	Baker
Sam Klein	305 " " "	
Abe Meyer	301 " " "	Barber's supl'y
Adolph Rosenbaum	257 " " "	Manager
Samuel Meirowitz	257 " " "	Bookkeeper
Sydney Schwartz	257-263 East Houston Street	Manager
Paul Hoftler	321 East Houston Street	
Sigmund Batter	154 " " "	Corset Store
Elizabeth E. Knoke	150 " " "	
Max Rubin	150 " " "	
Abraham Gibbs	150 " " "	
Abraham Hermann	138 " " "	
Naton Kaplan	132 " " "	
P. Finkelstein & Son	108 " " "	
Louis Damazek	276 " " "	
Moses Karline	266 " " "	
Harris Kline	252 " " "	

TREASURY DEPARTMENT

OFFICE OF
COMMISSIONER OF INTERNAL REVENUE
IN REPLYING REFER TO

WASHINGTON June 6, 1912.

CC*1-In re request for information from internal revenue records by immigration officer.

Hon. William Williams,

Commissioner of Immigration,

New York City, New York.

Sir:

This office is in receipt of a letter from Revenue Agent John W. Sinsel, in charge of the revenue agent's division embracing the City of New York and the 5th District of New Jersey, dated the 31st ultimo, in which he states that Inspectress Helen M. Bullis, representing your office, called upon him for data as to the nationality of the persons who have been detected in the offense of operating illicit distilleries in Greater New York, location of the stills found and other information in relation to the same which, it is stated, is for your use.

In this matter you are respectfully advised that the information contained in the papers and records relating to such cases is privileged and under Rule IX of the Treasury Department officers of this bureau are not permitted to disclose the same except upon a written ap-

plication from the person desiring the information, setting forth the interest of the applicant, and showing the purpose for which the same is desired and to be used. Upon receipt of such application at this office the matter will receive prompt consideration and appropriate action.

Respectfully,

R. E. Cabell

Commissioner.

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

Department of Commerce and Labor
IMMIGRATION SERVICE

CONFIDENTIAL.

98585/115

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

June 12, 1912.

Hon. R. E. Cabell,

Commissioner of Internal Revenue, Washington, D. C.

Sir:

This is in reply to your favor of June 6 marked "CC 1". You ask that I state the purpose for which I desire the information in question. I refer you to that subdivision of my last annual report (printed as Senate Document 124) entitled "Immigration in General". The correctness of some of the statements therein made has been challenged by residents of Orchard, Rivington and East Houston Streets in a communication addressed to the President. I am, at the request of my superior officers, collating proof which will show that my statements concerning conditions in the east side districts of New York City are very conservative. My proof will be further strengthened if I can show (as I understand the facts do show) that aliens residing there are found breaking our Internal Revenue Laws.

I ask, therefore, that you give me the information here in question. I may or may not wish to use it, but I would like to have it before me. If you feel that you can give it to me only in confidence, then please give it to me in that way and, before using any of it, I will let you know exactly how I intend to use it.

Respectfully,

KMP - Encl. 8037

Commissioner.

TREASURY DEPARTMENT

OFFICE OF
COMMISSIONER OF INTERNAL REVENUE
IN REPLYING REFER TO

WASHINGTON June 15, 1913.

7865
115

Hon. William Williams,
Commissioner of Immigration,
New York City, New York.

Sir:

Your letter of the 13th instant, in which you request that you be furnished with certain information relating to violations of the internal revenue laws, contained in the records of this bureau, etc., as received.

You say that the correctness of some of the statements contained in your annual report (printed as Senate Document 134) has been challenged by residents of Orchard, Rivington and East Houston Streets, New York, in a communication addressed to the President, and that at the request of your superior officers you are collating proof which will show that your statements concerning conditions in the east side districts of New York City are very conservative and that your proof will be further strengthened if you can show, as you understand the facts to show, that aliens residing there are found breaking our internal revenue laws.

In reply I beg to advise you that this office appreciates fully the situation in which you are placed and will cheerfully render you such assistance as the regulations of

the Department will permit. In this connection I invite your attention to Rule IX of the Treasury Department which is in the following words:

> "No account, document, or paper of any kind shall be withdrawn from the files of the Department by agents, attorneys, or other persons; and copies of any accounts or papers shall not be furnished to any person except upon the written order of the Secretary, one of the Assistant Secretaries, or head of Bureau, and such copies shall be furnished only to such persons as may have a personal material interest in the subject matter of the papers. An affidavit setting forth the interest of the applicant, and showing the purpose for which copies are desired must be submitted with each application."

The regulations of this office upon this subject are in part as follows:

> "All records in the offices of collectors of internal revenue, or of any of their deputies, are in their custody and control for purposes relating to the collection of the revenues of the United States only. They have no control of them, and no discretion with regard to permitting the use of them, for any other purpose. "As to any other records than those relating to special-tax payers, collectors are also forbidden to furnish them, or any copies thereof, at the request of any person." (See Regulations #13, revised April 18, 1904, pages 45 and 46.)

Upon receipt of your formal application, prepared in accordance with Rule IX of the Treasury Department, herein referred to, accompanied by the proper affidavit, you request will receive prompt consideration.

Respectfully,

R. E. Cabell

Commissioner.

62D CONGRESS, 2d Session. } SENATE. { DOCUMENT No. 785.

53294-8

VIEWS ON IMMIGRATION.

Mr. O'GORMAN presented the following

PETITION OF CITIZENS OF ORCHARD, RIVINGTON, AND EAST HOUSTON STREETS, NEW YORK CITY, RELATIVE TO THE REPORTS OF OFFICIALS AND THE CONDITION OF IMMIGRANTS.

NATIONAL ARCHIVES OF THE UNITED STATES

JUNE 10, 1912.—Ordered to be printed.

Hon. WILLIAM H. TAFT,
President of the United States of America, Washington, D. C.

SIR: The undersigned are residents of Orchard, Rivington, and East Houston Streets, in the Borough of Manhattan, city of New York. As such they respectfully call your attention to the following statement contained in the annual report for the year ending June 30, 1911, of William Williams, Esq., commissioner of immigration for the port of New York:

> The new immigration, unlike that of the earlier years, proceeds in part from the poorer elements of the countries of southern and eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of assimilating with our people as did the early immigrants. Many of those coming from these sources have very low standards of living, possess filthy habits, and are of an ignorance which passes belief. Types of the classes referred to, representing various alien races and nationalities, may be observed in some of the tenement districts of Elizabeth, Orchard, Rivington, and East Houston Streets, New York City. * * * They often herd together, forming in effect foreign colonies in which the English language is almost unknown.

The report in which these expressions occur was printed as a separate document on December 5, 1911 (S. Doc. No. 124, 62d Cong., 2d sess.), and is also included in the printed annual report of the Commissioner General of Immigration for the year ending June 30, 1911 (pp. 144–153), and is also printed in the pamphlet entitled "Hearings Relative to Further Restriction of Immigration before the Committee on Immigration and Naturalization, House of Representatives, Sixty-second Congress, Second Session."

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While the individual views of the commissioner are no concern of ours, we are vitally interested in that portion of his report which undertakes to reflect upon us, as indicated in the foregoing excerpt. We deny emphatically that there is any truth in the strictures imposed by this public official upon the inhabitants of Orchard, Rivington, and

East Houston Streets. A large proportion of them are citizens of the United States, loyal to their country and to its institutions, seeking by their industry to add to the well-being of the community in which they reside. Those who are not citizens intend to become such at the earliest opportunity. Although most of the residents of these streets are of foreign birth, they have come to this country for the purpose of establishing permanent homes, of rearing and educating their children as good Americans, and of enjoying the blessings of freedom, at the same time assuming and performing the obligations which residence and citizenship entail.

A survey of the district whose good name is involved in the strictures contained in Mr. Williams's report, indicating the nationalities and the moral, social, and industrial activities of the population included in such district, is hereto appended. It is believed that the statistics thus presented for your consideration will demonstrate, not only that the statements made by Mr. Williams are false, but that they are libelous, and that no public official should be permitted with impunity thus to malign a large and populous section of this great city.

Remarks of this character, emanating from one occupying the official position that Mr. Williams fills, are calculated to do great injury to those who are included within them. They are particularly objectionable because they are apt to arouse unwarranted prejudices against immigrants, and especially among immigration inspectors, who are his subordinates and who, as has been pointed out by the Congressional Immigration Commission, are at present disposed "in a greater or less degree to reflect in their decisions the attitude of the commissioner," thus "tending to impair the judicial character of the board."

Under the circumstances we are impelled, not only for self-protection but because we believe it to be our duty as citizens, to protest against these wanton and unjustifiable reflections upon us; against this attempt on the part of a public official to discriminate among those who have passed through the gate at Ellis Island, and who have become absorbed in the general population of this country.

Moreover, we consider the remarks to which we have taken umbrage as a gratuitous insult, because in making them Mr. Williams did not deal with any matters which came within his jurisdiction, which is confined to Ellis Island, but has seen fit, either maliciously or without knowledge of the conditions which he seeks to describe, to animadvert upon us and those whom we represent, all of whom are striving to the utmost of their power to maintain the respect and good will of their fellow citizens.

We therefore respectfully pray, that such action may be taken in the premises as will vindicate our reputation and that of our families and neighbors, and will result in the retraction of the libelous charge of which we complain.

Dated, New York, April 9, 1912.

Respectfully submitted.

MOE LENKOWSKY,
Chairman, 78 Rivington Street,
ANTON KAUFMAN,
Secretary, 288 East Houston Street,
Citizens' Committee of Orchard, Rivington, and East Houston Streets, New York City.

MAY 15 1912

Names.	Street No.
RIVINGTON STREET.	
Jacob Rosenthal	149
Benet Feigenbaum	151
Adolf Mandel	155
Rudolph Kanarek	155
Nathan Katz	155
George Feurstein	155
Sam Feinstock	121
Julius Liberman	169
Louis Liberman	167
Feivel Silver	187
Sam Tabak	187
A. Katz	187
H. Steigligel	227
Oscar Arnold	103
Samuel Garber	105
Louis Bonotorowsky	109
Rubin Auerbach	129
Abraham Kraus	272
H. Frager	127
Samuel Weintraub	140
David Zierlow	129
Nathan Zierlow	129
Mavis Rosentraub	124
Leon Frost	131
Abraham Moses Rotenstern	135
Max L. Frost	131
Bores Shorhet	137
Harry Plotkin	137
Louis Goldstein	137
M. Sanderowitz	137
Harry Kornitzky	149
Philip Rosenthal	161
Joseph Cohen	92
Henry Tietel	86
Chemis Rothman	85
Hyman Pinner	81
Aaron Reich	79
Max Kopsilow	75
David Heidwin	71
Jacob Aranowitz	62
Abraham Hershow	65
Morris Horowitz	83
Frank Margulis	83
Morris Schechter	85
Louis Koslin	92
Reuben Schatz	94
Isador Sherman	98
Isaac Fricias	97
Hyman Horowitz	99
Sam Kassel	99
User Wolfson	69
George Wolfson	69
Nathan Frank	69
Dr. I. Leibowitz	70
B. Cameol	72
David Alperin, M. D.	72
Isadore J. Hill	72
Chas. Kopp	66
M. Karneol	70
Louis Miller, M. D	76
Chas. Rosenthal	76
Joseph H. Strulovich	80
Samuel Sobel	84
Morris Darstandler	84
Joseph Rothman	92
Abraham Cassel	101
Hirsh Rabinowich	100
Louis R. Fiebert	100
Abram Packer	100
Moe Lenkowsky	78
Aaron Singer	68
David Lassay	65
Abraham Goldenstein	65
ORCHARD STREET.	
Daniel Jones	62
Jake Polansky	62
Julius Rosenberg	63
Morris Levin	955
Morris Claiman	97
Morris Saiman	96
G. Lieberman	103

Names.	Street No.
ORCHARD STREET—continued.	
S. Schechter	125
Harry Schwartz	131
A. Weisner	139
S. Tullman	145
L. Tullman	145
Hyman Doymand	147
M. H. Hoffman	149
Zizie Kohen	163
Aaron Klein	165
Louis Greenfeld	175
Morris Meyerson	182
Hyman Spring	164
Sigmund Theor	166
Meyer Rubin	162
Louis Minkelstein	37
M. T. Grossman	37
S. Rosenzweig	35
Israel Salinku	35
Joseph Robinson	33
Charles Cohen	31
S. J. Altschul	29
Joseph Mendelsohn	27
Hyman Rosenblum	27
Jacob H. Cohen	2
Louis Lesser	1
S. Mathin	1
I. Steinberg	48
Louis Bralower	7
Irving Signor	2
Samuel Frank	54
Philip Leventhal	58
Reuben Wohl	58
Meyer Cuminsky	55
Morris Schmindler	60
Moses Janoff	12
David Cohen	14
Joseph Levinson	14
M. Zensnitz	14
Morris A. Zuckerbraun	16
Jacob Mandlebaum	16
Max Karpas	19
Louis Levinson	19
Samuel Sumgstor	23
Max Golowensky	25
H. D. Canton	25
Max Moskowitz	22
Samuel Greenfeld	22
Hyman Sobel	24
Abraham Selevan	26
Morris Kaplan	626
Aaron Liberman	26
Jacob Mandel	28
Rubin Fagen	30
David Kwitman	30
Leon Bernhard	34
Nathan Frank	74
Max Boehne	76
Ludwig Beitsch	78
M. Dittlen	18
Linn. Kasper	120
George Weinstock	132
Jacob Oglentsky	140
Jan. Scherman	142
Tobias Brandes	190
T. Fund	190
S. Silverman	199
Joe Holtzman	199
Snare Peper	191
Selig Cohen	198
S. Albert	45
Jacob C. Rubinstein	51
Carl Silverman	53
Louis Salzinger	53
Leon Laurowitz	59
EAST HOUSTON STREET.	
Ignaz Reich	303
Samuel Goldberg	313
William Jacobs	313
Haris Safran	309
Jacob Held	309
Sam Klein	308

Names.	Street No.	Names.	Street No.
EAST HOUSTON STREET—continued.		EAST HOUSTON STREET—continued.	
Abe Meyer	301	Faerber, Silberman & Co	268
Adolph Rosenbaum	257	Samuel Silverman	.....
Samuel Meirowitz	257	B. Buxbaum	260
Sydney Schwartz	257	S. Herskowitz	290
Paul Heftler	321	I. Greenfield	.....
A. Zarembowitz	216	John Weinberg	.....
Isidor Tannenbaum	206	Joseph Boeltz	.....
Joseph Sobel	198	Herman L. Stern	250
Joseph H. Mayers	196	Freedberger & Kosch	.....
Louis Lieblech	194	Herman Lieberman	306
Max Jacobs	192	D. H. Gottlieb	.....
Abraham I. Levy	217	Emil Adler	216
Joseph J. Schlesinger	215	Ig. Weick	312
Hyman Iceland	207	Isaac Scheinert	318
Louis Rosenberg	201	Morris Philip	325
Harry Hiller	189	Jacob Goldfarb	338
Sigmund Donner	189	H. Kraut	338
Semil Kreisberg	187	A. Friedman	344
S. Ershowsky & Bro	173	Jos. Sternberg	348
United Cutlery Co	170	Nathan Liebowitz	356
Israel Wien	170	J. Brand	356
C. Kornvein	158	J. C. Steinhart	.....
Sigmund Balter	154	Simon Roth	353
Elizabeth E. Knoke	150	Bernard Marcus	339
Max Rubin	150	William J. Davis	.....
Abraham Gibbs	150	M. Marcus	339
Abraham Hermann	138	Louis Friedman	331
Nat. N. Kaplan	132	Emanuel Teitelbaum	329
P. Finkelstein & Son	108	Philip Goldsmith	325
Louis Damozek	276	Moses Goldenberg	323
Morris Karliner	266	Adolph Deutch	318
Harris Reiner	252	A. Weinberger	329
A. B. Newman	288	Bernard Deutsch	310
Anton Kaufman	290	Dave Weinberger	331
Marcus Schulsinger	279	Rosenbaum & Levine Bros	226
Benedict Jompie	288	Kirsch	220
David Valkman	284	M. Greenspan	218
Samuel Fuchs	280	Benj. Rottinburg	303
Philip Hurwitz	278	Harris Sokolowsky	150
Reuben Feigenbaum	270	Simon Klein	304

A STUDY OF THE SOCIAL CENTERS, PROFESSIONS, INDUSTRIAL AND MERCANTILE ESTABLISHMENTS ON EAST HOUSTON STREET, BETWEEN BROADWAY AND EAST RIVER, RIVINGTON STREET, BETWEEN BOWERY AND EAST RIVER, AND ORCHARD STREET, BETWEEN DIVISION AND EAST HOUSTON STREETS.

I.

The population.

The total number of families residing in this district is 7,366, or an average of 129 families per block.

Of these 7,366 families, 90.3 per cent, or 6,653 families, are Jewish; 713 families, or 9.7 per cent, are non-Jewish.

Computing these 7,366 families as each representing 4.5 persons, which is the United States census multiple figure for 1900 for Manhattan, would make the population in the above-mentioned streets appear to be 33,883.

This total divided by 57, the number of blocks in the district, makes the average number of persons to a block 594.

Of the total number of persons, 90.3 per cent, or 30,596, are Jews; 9.7 per cent, or 3,286, non-Jews.

The number of blocks covered in the making of this survey was 57, the number of houses being 701, making 12 the average number of houses per block.

Of the 701 houses listed in the 57 blocks above mentioned, 554, or 79 per cent, are owned by Jews; 147, or 21 per cent, are owned by non-Jews.

II.

Thirty-three varieties of social centers, representing 671 places.

Religion and education—	
Congregations	104
Cemetery office	1
Churches	2
Hebrew schools	53
Public libraries	2
Private schools	3
Public schools	9
Social settlements	3
Total (26.4 per cent)	177
Recreation:	
Bowling alleys	2
Clubs	5
Candy and ice-cream parlors	112
Dancing academies	1
Moving-picture places	7
Billiard and pool rooms	5
Theater	1
Halls and meeting-room buildings	8
Total (21 per cent)	141
Food and living:	
Lunch rooms	30
Restaurants	107
Hotels	2
Lodging houses	3
Total (21.2 per cent)	142
Public drinking places:	
Saloons [1]	70
Wine cellars	5
Total (11.2 per cent)	75
Physical care:	
Barbers	78
Bootblack parlors	13
Ladies' hairdressing parlors	24
Public bathhouses	4
Total (17.7 per cent)	119
Economic and civic agencies:	
Banks	2
Employment agencies	6
Pawnshops	2
Steamship and railroad offices	5
Fire-engine company	1
Police station	1
Total (2.5 per cent)	17
Grand total (100 per cent)	671

[1] It should be remembered that 40 of the 70 saloons have restaurants attached.

III.

Fourteen professions, representing 191 persons.

Health:	
Dentists	40
Doctors	16
Drug stores	38
Midwifes	13
Nurses	7
Optometrists	2
Total (60.7 per cent)	116
Religion:	
Cantors	6
Rabbis	5
Total (5.8 per cent)	11
Art:	
Piano teachers	3
Photographers	12
Total (7.9 per cent)	15
Law:	
Lawyers	23
Notaries	21
Total (23 per cent)	44
Miscellaneous:	
Veterinaries	1
Real estate	4
Total (2.6 per cent)	5
Grand total (100 per cent)	191

IV.

Classification of 65 varieties of industrial establishments, numbering 624 in all.

Foods:	
Bakeries	43
Butcher shops	93
Mineral water factories	2
Sausage factories	3
Total (22.6 per cent)	141
Wearing apparel:	
Cleaning stores	9
Corset shops	5
Cap manufacturing establishments	14
Clothing shops	6
Dressmaking shops	10
Embroidery shops	7
Flower and feather shops	2
Hair goods shop	1
Jewelry shops	35
Ladies' tailoring shops	72
Laundries	20
Men's tailoring shops	37
Men's hat shops	3
Merchant tailor shops	38
Millinery shops	50
Pants manufacturing shops	4

Wearing apparel—Continued.	
Shoemaking shops	30
Silk-waist shops	2
Sweater-making shop	1
Umbrella-making shops	5
Vest-making shops	2
Wire frame making shop	1
Watchmaking shops	10
Total (58.3 per cent)	364
Household goods:	
Baby-carriage factory	1
Basket factory	1
Candle factory	1
Picture-frame factories	3
Cutlery shops	2
Stove shop	1
Sewing-machine shop	1
Trunk factories	3
Building trades:	
Contractor	1
Carpenter shops	4
Electric shops	5
Glazing shops	2
Lumber yard	1
Locksmith shops	8
Metal-ceiling factories	2
Paint shops	5
Plumbing shops	11
Roofing shop	1
Steam-fitting shop	1
Tinsmith shop	1
Wooden-tank factory	1
Total (6.9 per cent)	43
Miscellaneous:	
Bicycle shop	1
Blacksmith shops	3
Cigar factory	1
Cigarette factories	2
Gold-leaf factories	3
Harness shop	1
Ironwork shops	2
Junk shops	4
Leather-goods factory	1
Monument Building	1
Novelty shops	6
Paper-box factories	1
Printing shops	15
Sign-painting shops	9
Tobacco shops	11
Tailors' chalk factory	1
Wheelwright shop	1
Total (10.1 per cent)	63
Grand total (100 per cent)	624

Many of the residents of the locality are employed in industrial establishments in other portions of the city. A separate tabulation of them would thus show that a larger variety of trades and industries than is above given are represented by the residents of the district.

V.

Fifty-five merchandise establishments, representing 745 stores.

Foods:	
Delicatessen stores	5
Egg stores	17
Fruit and vegetable stores	30
Fish stores	23
Grocery stores	117
Milk stores	5
Mushroom stores	2
Poultry stores	3
Tea and coffee stores	2
Total (27.4 per cent)	204
Household articles:	
Bird stores	2
Coal and wood stores	18
Crockery stores	15
Carpet stores	6
Costumes store	1
Dry goods stores	94
Furnishing stores	43
Gas-appliances store	1
Gas-mantle store	1
Hardware stores	24
Leather goods stores	4
Phonograph stores	2
Sewing-machine stores	2
Window-shade stores	2
Total (28.9 per cent)	215
Wearing apparel:	
Cloak and suit stores	2
Clothing stores	34
Corset store	1
Embroidery stores	2
Flower and feather store	1
Gent's furnishing stores	43
Men's hat stores	25
Notion stores	48
Shoe stores	28
Sweater store	1
Trimming stores	5
Umbrella stores	3
Woolen stores	8
Total (26.9 per cent)	201
Reading matter:	
Bookstores	10
News stands	36
Total (6.2 per cent)	46
Miscellaneous:	
Auctioneering stores	3
Awning store	1
Barber-supplies store	1
Cigar stores	21
Express offices	2
Fixture store	1
Feed stores	2
Insurance offices	18
Livery stables	10

Miscellaneous—Continued.	
Musical-instruments stores	3
Moving-van office	1
Plaiting store	1
Paper-box stores	3
Rags store	1
Stationery stores	10
Telephone exchange	1
Total (10.6 per cent)	79
Grand total (100 per cent)	745

RÉSUMÉ.

The capacity of the people living in this district to save money over and beyond living expenses can easily be determined by the various industrial and mercantile concerns dealing in articles of luxury, and by the fact that the people in this district largely patronize custom-tailoring establishments. The well-dressed appearance of many of the men and women is striking. The small number of pawnshops (only two) is likewise an additional evidence of thrift.

It is interesting to note that the Penny Provident Bank, connected with the University Settlement, for the year ending September 30, 1911, showed over $7,000 deposited by children of this neighborhood. There are six such penny provident institutions connected with other settlements and schools of this district.

The intelligence of the people is indicated both by the numerous bookshops and news stands, and by the large number of readers that are to be found among adults as well as children in the libraries of this district. Proportionately fewer books of fiction are read than in other parts of the city, the literature for home reading being mostly of a serious character.

Miss Ida Simpson, head librarian of the Seward Park New York Public Library Branch, when interviewed said that the circulation from that branch for the year ending 1911 was one-half million. This is the largest number of books circulated in any branch library in the world. The circulation among adults constituted two-thirds in the summer and one-half in the winter. The reason for the decline of adult readers in the winter can be ascribed to two causes, viz, the running of evening schools, and the fact that they engage in overtime work in certain branches of industry during that period.

While fiction (and it was invariably of the best kind) led, numerically, sociology was second and economics third; 5,200 works in civics and American history are on the catalogue of this branch, but they are in constant use. Books representing simple methods for the study of English, to which this branch gives particular attention, are likewise in great demand. Despite the large number of foreigners residing in the vicinity, only 12 per cent of the total number of books taken out were in languages other than English. It was observed, Miss Simpson says, that many of the readers of this library change frequently. Investigation disclosed the fact that no sooner do the people coming from abroad become somewhat Americanized than they change their residence. The Borough of the Bronx draws very largely from this section. The transfer of these people from this branch to the branches in the upper part of the city in connection with the libraries there located also confirms this statement.

Miss S. P. Kent, head librarian of the Rivington Street Branch, claims that for the year 1911, 265,405 volumes were taken out, 60 per cent of which were drawn by children, 40 per cent by adults. In point of numbers the order in which books were read was: Fiction, first; sciences, second; literature, third. The percentage of foreign books taken out was 12 per cent. Books on civics, American history in general, and local history pertaining to city and State can not be furnished quickly enough to satisfy the demands of the readers. This library, as well as others in this district, make it a point to keep in close contact with the evening and day schools, as well as with the several social centers in the neighborhood, and in that way the library is made known to those who frequent these centers. Miss Kent emphasized the fact that the books drawn were largely of a utilitarian character, many being textbooks selected by young men and young women who are anxious to prepare for the civil service or regents examinations.

Miss Augusta Markowitz, head librarian of the Hamilton Fish Branch, shows a total circulation of 350,539 volumes for the year ended 1911, of which 215,712 were taken out by children, 134,827 by adults. Last year 4,001 new applications were made by children. Only 7 per cent of the books circulated are in foreign languages.

In the auditorium maintained in connection with this particular branch the Hungarian-American Lyceum meets weekly. It is made up of intelligent young men and women in the Hungarian colony, of which this library is the center. Interesting lectures both in Hungarian and English are held here. Boy scouts, composed of the boys of the neighborhood, meet here weekly. Last summer a female physician connected with the board of health, Dr. Tinker, organized a Little Mothers' League, the purpose of which was to teach the young girls the care of infants so that they might become helpful to their mothers, and much good came of this effort.

The shifting of population, noted so largely in the case of the Seward Park Branch Library, has been likewise observed at the other two branches.

It is noteworthy that the large population of this region reads English mainly and that the percentage of books in other languages in circulation is from 7 per cent to 12 per cent. Those who in the first instance get simple books for the purpose of learning English, read at the same time for the sake of self-culture and amusement foreign books of a more serious character until they are sufficiently familiar with the language of the country to enable them to read English exclusively. The comparatively brief period that it takes them to acquire the language is remarkable.

Mr. Edward Mandel, principal of Public School No. 188, located at Houston and Lewis Streets, states that 2,500 boys attend his school, of whom 50 per cent are foreign born. Out of 1,500 boys 10 years or older, hence of library age, only 11 boys do not belong to the district branch library. During the whole of 1911 only 8 of the 2,500 boys were arrested, and they on charges that were trivial. There was but one who evinced serious moral delinquency.

In this school there are two foreign classes for children for the newly arrived. The average time that the children attend these special classes is from two to three months. They are then sufficiently qualified in English to enter the general classes and to keep up with the work. Fully 25 per cent of the children attending this school yearly change their residence from this district to the outlying parts of Brooklyn and the Bronx.

The high mental quality of the children has not varied to any extent during the past 10 years or more. Years ago the schools afforded no special facilities for social development. Now the school referred to has a well-conducted orchestra, a glee club, literary and other societies, including basket ball and other teams. The schoolrooms, auditoriums, and playgrounds are thus utilized on certain days after school hours. Entertainments are given in this school and the parents are often invited. Similar work is done throughout the district. In this way the leisure hours of the children are devoted to recreation in an organized and useful manner.

There is no doubt that the schools as well as the social settlements are useful factors toward Americanizing the children of this locality, and that both react most beneficially upon the parents.

The public lectures delivered under the auspices of the board of education and the evening schools for adults are remarkably well attended. When it is remembered that the majority of people living on those streets are industrious toilers, the success of the public lectures and night schools is especially noteworthy.

Mr. Robbins Gilman, head worker of the University Settlement, gives it as his opinion that the children of the district which cover the streets mentioned evidence a degree of intelligence second to none amongst children of any other locality with which he is acquainted. So far as the young people are concerned, he says that those who are associated with the various clubs and societies identified with his settlement, seem never to be satisfied with their present mental attainments, but eagerly seek additional knowledge.

Mr. Gilman, when asked what type of citizenship may be expected from this district, said: "There is no evidence that the United States is likely to suffer from a civil point of view as a result of the addition of citizens from the children and other minors of this district. On the contrary every indication points to an enrichment of citizenship."

Another indication of the high standard of the population alluded to is shown by the fact that in the 8 halls and buildings used for meetings enumerated above, there are 80 individual lodge rooms. Many incorporated societies for mutual and general beneficial purposes meet in them. The "community of interest" idea prevails to a very large extent. This is proven both by the large number of fraternal and other organizations, as well as by the fact that there are 104 congregations.

The 53 Hebrew schools at which religious education is imparted emphasize the anxiety of the parents that their children be made conversant with the teachings of their faith.

O

Department of Commerce and Labor

May 8-12

When Mr. Williams reply comes in, please send to Mr. Stevens.

No. 203
Ed. 5-9-11—700,000

ierce and Labor
SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 20, 1912.

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5/1

ledge receipt of your
ing a certain petition address-
d by a number of residents of
ouston Streets. The same shall
deration, and you may count
eply as soon as I can prepare
my other duties.

Respectfully,

Commissioner.

VL

5/1/12

5/1/12

...rce and Labor
...ERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 20, 1912.

Commissioner-General of Immigration,
Washington, D. C.

5/1

Sir:

This is merely to acknowledge receipt of your 53294/8-B of April 19 forwarding a certain petition addressed to the President and signed by a number of residents of Orchard, Rivington and East Houston Streets. The same shall receive my very careful consideration, and you may count on receiving from me a full reply as soon as I can prepare one, due regard being had to my other duties.

Respectfully,

Commissioner.

VL

5/1/12

V-1/30/12

53294/8-B. April 19, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

The attached petition, addressed to the President, and signed by a number of residents of certain streets in the Borough of Manhattan, has been forwarded to the Bureau by the Secretary with request that it be referred to you. There is also inclosed a printed document entitled, A Study of the Social Centres, Professions, etc., on the streets to which reference is made in the above petition.

Exact copy as signed by Danl. J. Keefe

Mailed 4/19 by

Commissioner-General.

M/JLD
INCL. 3247.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

RETURN AFTER FIVE DAYS

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE $300

Hon. WILLIAM H. TAFT,

President of the United States of America,

Washington, D. C.

Sir:—

The undersigned are residents of Orchard, Rivington and East Houston Streets, in the Borough of Manhattan, City of New York. As such they respectfully call your attention to the following statement contained in the annual report for the year ending June 30, 1911, of William Williams, Esq., Commissioner of Immigration for the Port of New York:

"The new immigration, unlike that of the earlier years, proceeds in part from the poorer elements of the countries of Southern and Eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of assimilating with our people as did the early immigrants. Many of those coming from these sources have very low standards of living, possess filthy habits and are of an ignorance which passes belief. Types of the classes referred to representing various alien races and nationalities may be observed in some of the tenement districts of Elizabeth, Orchard and Rivington and East Houston Streets, New York City. * * * They often herd together, forming in effect foreign colonies in which the English language is almost unknown."

The report in which these expressions occur was printed as a separate document on December 5, 1911 (Senate Document No. 124, Sixty-second Congress, Second Session), and is also included in the printed annual report of the Commissioner General of Immigration for the year ending June 30, 1911 (pages 144-153), and is also printed in the pamphlet entitled "Hearings Relative to Further Restriction of Immigration before the Committee on Immigration and Naturalization, House of Representatives, Sixty-second Congress, Second Session."

THE NATIONAL ARCHIVES OF THE UNITED STATES

Although this report of Mr. Williams is supposed to relate solely to Ellis Island affairs, fully two pages are devoted to matters having no bearing whatsoever upon the affairs at Ellis Island, but are evidently interpolated for restrictionistic purposes.

While the individual views of the Commissioner are no concern of ours, we are vitally interested in that portion of his report which undertakes to reflect upon us, as indicated in the foregoing excerpt. We deny emphatically that there is any truth in the strictures imposed by this public official upon the inhabitants of Orchard, Rivington and East Houston Streets. A large proportion of them are citizens of the United States, loyal to their country and to its institutions, seeking by their industry to add to the well-being of the community in which they reside. Those who are not citizens, intend to become such at the earliest opportunity. Although most of the residents of these streets are of foreign birth, they have come to this country for the purpose of establishing permanent homes, of rearing and educating their children as good Americans, and of enjoying the blessings of freedom, at the same time assuming and performing the obligations which residence and citizenship entail.

A survey of the district whose good name is involved in the strictures contained in Mr. Williams' report, indicating the nationalities and the moral, social and industrial activities of the population included in such district, is hereto appended. It is believed that the statistics thus presented for your consideration will demonstrate, not only that the statements made by Mr. Williams are false, but that they are libelous, and that no public official should be permitted with impunity thus to malign a large and populous section of this great city.

Remarks of this character, emanating from one occupying the official position that Mr. Williams fills, are calculated to do great injury to those who are included within them. They are particularly objectionable because they are apt to arouse unwarrantable prejudices against immigrants, and especially among immigration inspectors, who are his subordinates and who, as has been pointed out by the Congressional Immigration Commission, are at present disposed "in a greater or less degree to reflect in their decisions the attitude of the Commissioner," thus "tending to impair the judicial character of the Board."

Under the circumstances we are impelled, not only for self-protection but because we believe it to be our duty as citizens, to protest against these wanton and unjustifiable reflections upon us; against this attempt on the part of a public official to discriminate among those who have passed through the gate at Ellis Island, and who have become absorbed in the general population of this country.

Moreover, we consider the remarks to which we have taken umbrage as a gratuitous insult, because in making them Mr. Williams did not deal with any matters which came within his jurisdiction, which is confined to Ellis Island, but has seen fit, either maliciously or without knowledge of the conditions which he seeks to describe, to animadvert upon us and those whom we represent, all of whom are striving to the utmost of their power to maintain the respect and good-will of their fellow citizens.

We therefore respectfully pray, that such action may be taken in the premises as will vindicate our reputation and that of our families and neighbors, and will result in the retraction of the libelous charge of which we complain.

Dated, New York, April 9, 1912.

Respectfully submitted,

CITIZENS COMMITTEE
of
ORCHARD, RIVINGTON AND EAST HOUSTON STREETS,
NEW YORK CITY.

Max Lenkowsky
78 Rivington St. Chairman.

Anton Kaufman
288 E. Houston St. Secretary.

ORCHARD STREET.

Daniel Jones	82	Samuel Greenfeld	22
Jake Polansky	82	Hyman Sobel	24
Julius Rosenberg	83	Abraham Selevan	26
Morris Levin	955	Morris Kaplan	26
Morris Claiman	97	Aaron Liberman	26
Morris Saiman	96	Jacob Handel	28
G. Lieberman	105	Rubin Fagen	30
S. Schechter	125	David Kwitman	30
Harry Schwartz	131	Leon Bernhard	74
A. Weisner	139	Nathan Frank	74
S. Tullman	145	Max Bochne	76
L. Tullman	145	Ludwig Beitsch	78
Hyman Dovmand	147	M. Dittlen	18
M. H. Hoffman	149	Linn, Kasper	120
Zizie Kohen	163	George Weinstock	132
Aaron Klein	165	Jacob Oglentsky	140
Louis Greenfeld	175	Jan. Scherman	142
Morris Meyerson	182	Tobias Brandes	190
Hyman Spring	164	T. Fund	190
Sigmund Theor	186	S. Silverman	199
Meyer Rubin	162	Joe Holtzman	199
Louis Winkelstein	37	Snare Peper	191
M. T. Grossman	37	Selig Cohen	198
S. Rosenzweig	35	S. Albert	45
Israel Salinku	35	Jacob C. Rubinstein	51
Joseph Robinson	33	Carl Silverman	53
Charles Cohen	31	Louis Salzinger	53
S. J. Altschul	29	Leon Laurowitz	59
Joseph Mendelsohn	27		
Hyman Rosenblum	27		
Jacob H. Cohen	2		
Louis Lesser	1		
S. Nathin	1		
I. Steinberg	48		
Louis Bralower	7		
Irving Signor	2		
Samuel Frank	54		
Philip Leventhal	58		
Reuben Wohl	58		
Meyer Cuminsky	55		
Morris Schmindler	60		
Moses Janoff	12		
David Cohen	14		
Joseph Levinson	14		
M. Zensnitz	14		
Morris A. Zuckerbraun	14		
Jacob Mandelbaum	16		
Max Karpas	19		
Louis Levinson	19		
Samuel Sumgstor	23		
Max Golowensky	25		
H. D. Canton	25		
Max Moskowitz	22		

RIVINGTON STREET.

Jacob Rosenthal	149	User Wolfson	69
Benet Feigenbaum	151	George Wolfson	69
Adolf Mandel	155	Nathan Frank	69
Rudolph Kanarek	155	Dr. I. Leibowitz	70
Nathan Katz	155	B. Cameol	72
George Feurstein	155	David Alperin, M.D.	72
Sam Weinstock	161	Isadore J. Hill	72
Julius Liberman	169	Chas. Kopp	72
Louis Liberman	167	M. Karneol	70
Feivel Silver	187	Louis Miller, M.D.	72
Sam Tabak	187	Chas. Rosenthal	72
A. Katz	187	Joseph H. Strulovich	80
H. Steigligel	227	Samuel Sobel	84
Oscar Arnold	103	Morris Darstandler	84
Samuel Garber	105	Joseph Rothman	92
Louis Bonotorowsky	109	Abraham Cassel	101
Rubin Auerbach	129	Hirsh Rabinowich	100
Abraham Kraus	272	Louis R. Fiebert	100
H. Frager	127	Abram Packer	100
Samuel Weintraub	140	Hoe Lenkowsky	78
David Zierlov	129	Aaron Singer	78
Nathan Zierlov	129	David Lassay	85
Mavis Rosentraub	134	Abraham Goldenstein	85
Leon Frost	131		
Abraham Moses Rotenstern	135		
Max L. Frost	131		
Bores Shoshet	137		
Harry Plotkin	137		
Louis Goldstein	137		
M. Sanderowitz	137		
Harry Kornitzky	149		
Philip Rosenthal	161		
Joseph Cohen	92		
Henry Tietel	86		
Chemis Rothman	85		
Hyman Pinner	81		
Aron Reich	79		
Max Kopsilow	75		
David Heidwin	71		
Jacob Aranowitz	82		
Abraham Hershow	65		
Morris Horowitz	87		
Frank Margulis	83		
Morris Schechter	85		
Louis Koslin	92		
Reuben Schatz	94		
Isidor Sherman	98		
Isaac Frieklas	97		
Hyman Horowitz	99		
Sam Kassel	99		

EAST HOUSTON STREET.

Ignaz Reich	303	Herman Lieberman	306
Samuel Goldberg	313	D. H. Gottlieb	
William Jacobs	313	Emil Adler	216
Haris Safran	309	Ig. Weick	312
Jacob Held	309	Isaac Scheinert	318
Sam Klein	305	Morris Philip	325
Abe Meyer	301	Jacob Goldfarb	338
Adolph Rosenbaum	257	H. Kraut	338
Samuel Meirowitz	257	A. Friedman	344
Sydney Schwartz	257	Jos. Sternberg	348
Paul Heftler	321	Nathan Liebowitz	356
A. Zarembowitz	218	J. Brand	356
Isidor Tannenbaum	206	J.C. Steinhart	
Joseph Sobel	198	Simon Roth	353
Joseph H. Mayers	196	Bernard Marcus	339
Louis Lieblech	194	William J. Davis	
Max Jacobs	192	M. Marcus	339
Abraham I. Levy	217	Louis Friedman	331
Joseph J. Schlesinger	215	Emanuel Teitelbaum	329
Hyman Iceland	207	Philip Goldsmith	325
Louis Rosenberg	201	Moses Goldenberg	323
Harry Hiller	189	Adolph Deutch	318
Sigmund Donner	189	A. Weinberger	329
Semil Kreisberg	187	Bernard Deutsch	310
S. Ershowsky & Bro.	173	Dave Weinberger	331
United Cuttlery Co.	170	Rosenbaum&Levine Bros.	226
Israel Wien	170	Kirsch	220
C. Kornvein	158	M. Greenspan	218
Sigmund Balter	154	Benj. Rottinburg	303
Elizabeth E. Knoke	150	Harris Sokolowsky	150
Max Rubin	150	Simon Klein	304
Abraham Gibbs	150		
Abraham Hermann	138		
Nat. N. Kaplan	132		
P. Finkelstein & Son	108		
Louis Damozek	276		
Morris Karliner	266		
Harris Reiner	252		
A. B. Newman	288		
Anton Kaufman	290		
Marcus Schulsinger	279		
Benedict Jomple	288		
David Valkman	284		
Samuel Fuchs	280		
Philip Hurwitz	278		
Reuben Feigenbaum	270		
Faerber,Silberman & Co.	268		
Samuel Silverman			
B. Buxbaum	260		
S. Herskowitz	290		
I. Greenfield			
John Weinberg			
Joseph Boeitz			
Herman L. Stern	250		
Freedberger & Kosak			

A STUDY OF THE SOCIAL CENTRES, PROFESSIONS, INDUSTRIAL AND MERCANTILE ESTABLISHMENTS ON EAST HOUSTON STREET, BETWEEN BROADWAY AND EAST RIVER, RIVINGTON STREET, BETWEEN BOWERY AND EAST RIVER, AND ORCHARD STREET, BETWEEN DIVISION AND EAST HOUSTON STREETS.

I.

THE POPULATION.

The total number of families residing in this district is 7,366, or an average of 129 families per block.

Of these 7,366 families, 90.3 per cent. or 6,653 families are Jewish; 713 families or 9.7 per cent. are non-Jewish.

Computing these 7,366 families as each representing 4.5 persons, which is the United States census multiple figure for 1900 for Manhattan, would make the population in the above mentioned streets appear to be 33,883.

This total divided by 57, the number of blocks in the district, makes the average number of persons to a block 594.

Of the total number of persons 90.3 per cent. or 30,596 are Jews, 9.7 per cent. or 3286 non-Jews.

The number of blocks covered in the making of this survey was 57, the number of houses being 701, making 12 the average number of houses per block.

Of the 701 houses listed in the 57 blocks above mentioned 554 or 79 per cent. are owned by Jews; 147 or 21 per cent. are owned by non-Jews.

II.

33 VARIETIES OF SOCIAL CENTRES REPRESENTING 671 PLACES.

Religion and Education—

Congregations	104
Cemetery Office	1
Churches	2
Hebrew Schools	53
Public Libraries	2
Private Schools	3
Public Schools	9
Social Settlements	3
Carried forward: ——	177 or 26.4%

Bro't forward:	——	177 or 26.4%
Recreation—		
Bowling Alleys	2	
Clubs	5	
Candy and Ice Cream Parlors	112	
Dancing Academies	1	
Moving Picture Places	7	
Billiard and Pool Rooms	5	
Theatre	1	
Halls and Meeting Room Buildings	8	
	——	141 or 21%
Food and Living—		
Lunch Rooms	30	
Restaurants	107	
Hotels	2	
Lodging Houses	3	
	——	142 or 21.2%
Public Drinking Places—		
Saloons*	70	
Wine Cellars	5	
	——	75 or 11.2%
Physical Care—		
Barbers	78	
Bootblack Parlors	13	
Ladies' Hair Dressing Parlors	24	
Public Bath Houses	4	
	——	119 or 17.7%
Economic and Civic Agencies—		
Banks	2	
Employment Agencies	6	
Pawn Shops	2	
Steamship and R. R. Offices	5	
Fire Engine Company	1	
Police Station	1	
	——	17 or 2.5%
Total:		671 or 100%

*) It should be remembered that 40 of the 70 saloons have restaurants attached.

III.

FOURTEEN PROFESSIONS REPRESENTING 191 PERSONS.

Health—			
Dentists	40		
Doctors	16		
Drug Stores	38		
Midwifes	13		
Nurses	7		
Optometrists	2		
		116 or	60.7%
Religion—			
Cantors	6		
Rabbis	5		
		11 or	5.8%
Art—			
Piano Teachers	3		
Photographers	12		
		15 or	7.9%
Law—			
Lawyers	23		
Notaries	21		
		44 or	23 %
Miscellaneous—			
Veterinaries	1		
Real Estate	4		
		5 or	2.6%
	Total:	191 or	100%



IV.

CLASSIFICATION OF 65 VARIETIES OF INDUSTRIAL ESTABLISHMENTS, NUMBERING 624 IN ALL.

Foods—			
Bakeries	43		
Butcher Shops	93		
Mineral Water Factories	2		
Sausage Factories	3		
	Carried forward:	141 or	22.6%

Bro't. forward:	—— 141	or 22.6%
Wearing Apparel—		
Cleaning Stores	9	
Corset Shops	5	
Cap Manufacturing Establishments	14	
Clothing Shops	6	
Dress Making Shops	10	
Embroidery Shops	7	
Flower and Feather Shops	2	
Hair Goods Shop	1	
Jewelry Shops	35	
Ladies' Tailoring Shops	72	
Laundries	20	
Men's Tailoring Shops	37	
Men's Hat Shops	3	
Merchant Tailor Shops	38	
Millinery Shops	50	
Pants Manufacturing Shops	4	
Shoemaking Shops	30	
Silk Waist Shops	2	
Sweatermaking Shop	1	
Umbrellamaking Shops	5	
Vestmaking Shops	2	
Wire Framemaking Shop	1	
Watchmaking Shops	10	
	—— 364	or 58.3%
Household Goods—		
Baby Carriage Factory	1	
Basket Factory	1	
Candle Factory	1	
Picture-Frame Factories	3	
Cutlery Shops	2	
Stove Shop	1	
Sewing Machine Shop	1	
Trunk Factories	3	
Carried forward:	—— 518	or 83%

Bro't. forward: —— 518 or 83%

Building Trades—

Contractor	1	
Carpenter Shops	4	
Electric Shops	5	
Glazing Shops	2	
Lumber Yard	1	
Locksmith Shops	8	
Metal Ceiling Factories	2	
Paint Shops	5	
Plumbing Shops	11	
Roofing Shop	1	
Steam Fitting Shop	1	
Tinsmith Shop	1	
Wooden Tank Factory	1	
	——	43 or 6.9%

Miscellaneous—

Bicycle Shop	1	
Blacksmith Shops	3	
Cigar Factory	1	
Cigarette Factories	2	
Gold Leaf Factories	3	
Harness Shop	1	
Iron Work Shops	2	
Junk Shops	4	
Leather Goods Factory	1	
Monument Building	1	
Novelty Shops	6	
Paper Box Factories	1	
Printing Shops	15	
Sign Painting Shops	9	
Tobacco Shops	11	
Tailors' Chalk Factory	1	
Wheelwright Shop	1	
	——	63 or 10.1%
		Total: 624 or 100%



Many of the residents of the locality are employed in industrial establishments in other portions of the city. A separate tabulation of them would thus show that a larger variety of trades and industries than is above given are represented by the residents of the district.

V.

55 MERCHANDISE ESTABLISHMENTS REPRESENTING 745 STORES.

Foods—

Delicatessen Stores	5	
Egg Stores	17	
Fruit and Vegetable Stores	30	
Fish Stores	23	
Grocery Stores	117	
Milk Stores	5	
Mushroom Stores	2	
Poultry Stores	3	
Tea and Coffee Stores	2	
	——	204 or 27.4%

Household Articles—

Bird Stores	2	
Coal and Wood Stores	18	
Crockery Stores	15	
Carpet Stores	6	
Costumes Store	1	
Dry Goods Stores	94	
Furnishing Stores	43	
Gas Appliances Store	1	
Gas Mantle Store	1	
Hardware Stores	24	
Leather Goods Stores	4	
Phonograph Stores	2	
Sewing Machine Stores	2	
Window Shade Stores	2	
	——	215 or 28.9%

Wearing Apparel—

Cloak and Suit Stores	2	
Clothing Stores	34	
Corset Store	1	
Embroidery Stores	2	
Flower and Feather Store	1	
Gent's Furnishing Stores	43	
Men's Hat Stores	25	
Notion Stores	48	
Shoe Stores	28	
Sweater Store	1	
Trimming Stores	5	
Umbrella Stores	3	
Woolen Stores	8	
	——	201 or 26.9%
Carried forward:		620 or 83.2%

		Bro't. forward: 620 or	83.2%
Reading Matter—			
Book Stores	10		
News Stands	36		
		46 or	6.2%
Miscellaneous—			
Auctioneering Stores	3		
Awning Store	1		
Barber Supplies Store	1		
Cigar Stores	21		
Express Offices	2		
Fixture Store	1		
Feed Stores	2		
Insurance Offices	18		
Livery Stables	10		
Musical Instruments Stores	3		
Moving Van Office	1		
Plaiting Store	1		
Paper Box Stores	3		
Rags Store	1		
Stationery Stores	10		
Telephone Exchange	1		
		79 or	10.6%
		Total: 745 or	100%

RESUME.

The capacity of the people living in this district to save money over and beyond living expenses can easily be determined by the various industrial and mercantile concerns dealing in articles of luxury, and by the fact that the people in this district largely patronize custom tailoring establishments. The well dressed appearance of many of the men and women is striking. The small number of pawn shops (only two) is likewise an additional evidence of thrift.

It is interesting to note that the Penny Provident Bank, connected with the University Settlement, for the year ending September 30, 1911, showed over $7,000 deposited by children of this neighborhood. There are six such Penny Provident Institutions connected with other settlements and schools of this district.

The intelligence of the people is indicated both by the numerous bookshops and news stands, and by the large number of readers that are to be found among adults as well as children in the libraries of this district. Proportionately fewer books of fiction are read than in other parts of the city, the literature for home reading being mostly of a serious character.

Miss Ida Simpson, Head Librarian of the Seward Park New York Public Library Branch, when interviewed said that the circulation from that branch for the year ending 1911 was one-half million. This is the largest number of books circulated in any branch library in the world. The circulation among adults constituted two-thirds in the summer and one-half in the winter. The reason for the decline of adult readers in the winter can be ascribed to two causes, viz., the running of evening schools, and the fact that they engage in overtime work in certain branches of industry during that period.

While fiction (and it was invariably of the best kind) led, numerically, sociology was second and economics third; 5,200 works in civics and American history are on the catalogue of this branch, but they are in constant use. Books representing simple methods for the study of English, to which this branch gives particular attention, are likewise in great demand. Despite the large number of foreigners residing in the vicinity, only 12 per cent. of the total number of books taken out were in languages other than English. It was observed, Miss Simpson says, that many of the readers of this library change frequently. Investigation disclosed the fact that no sooner do the people, coming from abroad, become somewhat Americanized, than they change their residence. The Borough of the Bronx draws very largely from this section. The transfer of these people from this branch to the branches in the upper part of the city in connection with the libraries there located also confirms this statement.

Miss S. P. Kent, Head Librarian of the Rivington Street Branch, claims that for the year 1911, 265,405 volumes were taken out, 60 per cent. of which were drawn by children, 40 per cent. by adults. In point of numbers the order in which books were read was: Fiction, first; Sciences, second; Literature, third. The percentage of foreign books taken out was 12 per cent. Books on Civics, American History in general, and local history pertaining to City and State cannot be furnished quickly enough to satisfy the demands of the readers. This library, as well as others in this district, make it a point to keep in close contact with the evening and day schools, as well as with the several social centres in the neighborhood, and in that way the library is made known to those who frequent these centres. Miss Kent emphasized the fact that the books drawn were largely of a utilitarian character, many being text-books selected by young men and young women who are anxious to prepare for the Civil Service or Regents examinations.

Miss Augusta Markowitz, Head Librarian of the Hamilton Fish Branch, shows a total circulation of 350,539 volumes for the year ended 1911, of which 215,712 were taken out by children, 134,827 by adults. Last year 4,001 new applications were made by children. Only 7 per cent. of the books circulated are in foreign languages.

In the auditorium maintained in connection with this particular branch, the Hungarian-American Lyceum meets weekly. It is made up of intelligent young men and women in the Hungarian colony, of which this library is the centre. Interesting lectures both in Hungarian and English are held here. Boy Scouts, composed of the boys of the neighborhood, meet here weekly. Last summer a Female physician, connected with the Board of Health, Dr. Tinker, organized a Little Mothers' League, the purpose of which was to teach the young girls the care of infants so that they might become helpful to their mothers, and much good came of this effort.

The shifting of population, noted so largely in the case of the Seward Park Branch Library, has been likewise observed at the other two branches.

It is notewothy that the large population of this region reads English mainly, and that the percentage of books in other languages in circulation is from 7 per cent. to 12 per cent. Those who in the first instance get simple books for the purpose of learning English, read at the same time for the sake of self-culture and amusement, foreign books of a more serious character, until they are sufficiently familiar with the language of the country to enable them to read English exclusively. The comparatively brief period that it takes them to acquire the language is remarkable.

Mr. Edward Mandel, Principal of Public School No. 188, located at Houston and Lewis Streets, states that 2,500 boys attend his school, of whom 50 per cent. are foreign born. Out of 1,500 boys 10 years or older, hence of library age, only eleven boys do not belong to the district Branch Library. During the whole of 1911 only eight of the 2,500 boys were arrested and they on charges that were trivial. There was but one who evinced serious moral delinquency.

In this school there are two foreign classes for children for the newly arrived. The average time that the children attend these special classes is from two to three months. They are then sufficiently qualified in English to enter the general classes and to keep up with the work. Fully 25 per cent. of the children attending this school, yearly change their residence from this district to the outlying parts of Brooklyn and the Bronx.

The high mental quality of the children has not varied to any extent during the past ten years or more. Years ago the schools afforded no special facilities for social development. Now the school referred to has a well conducted orchestra, a glee club, literary and other societies, including basket ball and other teams. The school rooms, auditoriums, and play grounds are thus utilized, on certain days, after school hours. Entertainments are given in this school and the parents are often invited. Similar work is done throughout the district. In this way the leisure hours of the children are devoted to recreation in an organized and useful manner.

There is no doubt that the schools, as well as the social settlements, are useful factors toward Americanizing the children of this locality, and that both react most beneficially upon the parents.

The public lectures delivered under the auspices of the Board of Education, and the Evening Schools for adults are remarkably well attended. When it is remembered that the majority of people living on those streets are industrious toilers, the success of the public lectures and night schools is especially noteworthy.

Mr. Robbins Gilman, Head Worker of the University settlement, gives it as his opinion, that the children of the district which covers the streets mentioned, evidence a degree of intelligence second to none amongst children of any other locality with which he is acquainted. So far as the young people are concerned, he says that those who are associated with the various clubs and societies identified with his settlement, seem never to be satisfied with their present mental attainments, but eagerly seek additional knowledge.

Mr. Gilman, when asked what type of citizenship may be expected from this district said: "There is no evidence that the United States is likely to suffer from a civic point of view as a result of the addition of citizens from the children and other minors of this district. ON THE CONTRARY EVERY INDICATION POINTS TO AN ENRICHMENT OF CITIZENSHIP."

Another indication of the high standard of the population alluded to is shown by the fact that in the eight halls and buildings used for meetings, enumerated above, there are eighty individual lodge rooms. Many incorporated societies for mutual and general beneficial purposes meet in them. The "Community of Interest" idea prevails to a very large extent. This is proven both by the large number of fraternal and other organizations, as well as by the fact that there are one hundred and four congregations.

The fifty-three Hebrew Schools at which religious education is imparted emphasize the anxiety of the parents that their children be made conversant with the teachings of their faith.

Department of Commerce and Labor

Original complaint forwarded to Commissioner Williams by Bureau number 53294/8-B of April 19, 1912, herewith returned, together with two carbon copies of the first portion thereof.



No. 203
Ed. 1-12-09—300,000

Hon. WILLIAM H. TAFT,

President of the United States of America,

Washington, D. C.



Sir:—

The undersigned are residents of Orchard, Rivington and East Houston Streets, in the Borough of Manhattan, City of New York. As such they respectfully call your attention to the following statement contained in the annual report for the year ending June 30, 1911, of William Williams, Esq., Commissioner of Immigration for the Port of New York:

"The new immigration, unlike that of the earlier years, proceeds in part from the poorer elements of the countries of Southern and Eastern Europe and from backward races with customs and institutions widely different from ours and without the capacity of assimilating with our people as did the early immigrants. Many of those coming from these sources have very low standards of living, possess filthy habits and are of an ignorance which passes belief. Types of the classes referred to representing various alien races and nationalities may be observed in some of the tenement districts of Elizabeth, Orchard and Rivington and East Houston Streets, New York City. * * * They often herd together, forming in effect foreign colonies in which the English language is almost unknown."

The report in which these expressions occur was printed as a separate document on December 5, 1911 (Senate Document No. 124, Sixty-second Congress, Second Session), and is also included in the printed annual report of the Commissioner General of Immigration for the year ending June 30, 1911 (pages 144-153), and is also printed in the pamphlet entitled "Hearings Relative to Further Restriction of Immigration before the Committee on Immigration and Naturalization, House of Representatives, Sixty-second Congress, Second Session."

Although this report of Mr. Williams is supposed to relate solely to Ellis Island affairs, fully two pages are devoted to matters having no bearing whatsoever upon the affairs at Ellis Island, but are evidently interpolated for restrictionistic purposes.

While the individual views of the Commissioner are no concern of ours, we are vitally interested in that portion of his report which undertakes to reflect upon us, as indicated in the foregoing excerpt. We deny emphatically that there is any truth in the strictures imposed by this public official upon the inhabitants of Orchard, Rivington and East Houston Streets. A large proportion of them are citizens of the United States, loyal to their country and to its institutions, seeking by their industry to add to the well-being of the community in which they reside. Those who are not citizens, intend to become such at the earliest opportunity. Although most of the residents of these streets are of foreign birth, they have come to this country for the purpose of establishing permanent homes, of rearing and educating their children as good Americans, and of enjoying the blessings of freedom, at the same time assuming and performing the obligations which residence and citizenship entail.

A survey of the district whose good name is involved in the strictures contained in Mr. Williams' report, indicating the nationalities and the moral, social and industrial activities of the population included in such district, is hereto appended. It is believed that the statistics thus presented for your consideration will demonstrate, not only that the statements made by Mr. Williams are false, but that they are libelous, and that no public official should be permitted with impunity thus to malign a large and populous section of this great city.

Remarks of this character, emanating from one occupying the official position that Mr. Williams fills, are calculated to do great injury to those who are included within them. They are particularly objectionable because they are apt to arouse unwarrantable prejudices against immigrants, and especially among immigration inspectors, who are his subordinates and who, as has been pointed out by the Congressional Immigration Commission, are at present disposed "in a greater or less degree to reflect in their decisions the attitude of the Commissioner," thus "tending to impair the judicial character of the Board."

Under the circumstances we are impelled, not only for self-protection but because we believe it to be our duty as citizens, to protest against these wanton and unjustifiable reflections upon us; against this attempt on the part of a public official to discriminate among those who have passed through the gate at Ellis Island, and who have become absorbed in the general population of this country.

Moreover, we consider the remarks to which we have taken umbrage as a gratuitous insult, because in making them Mr. Williams did not deal with any matters which came within his jurisdiction, which is confined to Ellis Island, but has seen fit, either maliciously or without knowledge of the conditions which he seeks to describe, to animadvert upon us and those whom we represent, all of whom are striving to the utmost of their power to maintain the respect and good-will of their fellow citizens.

We therefore respectfully pray, that such action may be taken in the premises as will vindicate our reputation and that of our families and neighbors, and will result in the retraction of the libelous charge of which we complain.

Dated, New York, April 9, 1912.

Respectfully submitted,

CITIZENS COMMITTEE
of
ORCHARD, RIVINGTON AND EAST HOUSTON STREETS,
NEW YORK CITY.

Mor Lewkowitz,
Chairman.
278 Rivington st.

Antan Kaufman,
Secretary.
288/290 E. Houston St.
N. Y.

Orchard Street.

Daniel Lewis	62
Jake Polansky	62
Julius Romberg	63
Morris Levin	95
Morris Claman	97
Moris Saiman	96
S. Lieberman	105
S Schuchter	125
Harry Schartz	131
L Weisner	139
S. Tullman	145
S Tullman	145
Hyman Hyman	147
M. H. Hoffman	149
Tisl Hakan	163
Aron Klein 165 Orchard St	165
Louis Greenfeld	175
Morris Myerson	182
Hyman Spring	164
Sigmund Thom	166
Meyer Rubin	162

Orchard Street.

Louis Willkelstein	37
U. J. Grossman	37
S. Rosenzweig	35
Israel Salutus	35
Joseph Robinson	33
Chas. Cohn.	31
S. J. Altschuler	29.
Joseph Mendelsohn	27
Hyman Rosenblum	27
Jacob H. Cohen	2
Louis Lesser	1
S. Mathis	1
D. Steinberg	48
~~Louis Isaacs~~ K	2
Louis Brabender	1
Irving Sigrist	1
Samuel Frank	54
Philip Lerenthal	58
Reuben Wohl	58
Meyer Lewinsky	57
Morris Schneider #	60

Orchard Street.

Mass Janoff. 12 Orchard st.

David Cohen	14
Joseph Levinson	14
[illegible]	14
Morris Zuckerbraun	16
Jacob Mandelbaum	16
Max [illegible]	19
Louis Levinson	19
Samuel Finngston	23
Max Golovensky	25
N. D. Cantor	25
Max Markowitz	22
Samuel Grunfeld	22
Hyman Sobel	24
Abraham Selevan	26
Morris Kaplan	26
[illegible]	26
Jacob Mandel	28
Rubin Fagen	30
David Kuitman	30
Bernhard Leon.	34

Orchard Street.

Nathan Frank	74
Wm Bochme	76
Ludwig Boitsch	78
M. Klitklein	78
Kasper Linn.	120
Gerge Weinstock R	132
Jacob Oglenitsky	140
Jan Sokerman	142
Tobias Brandes	190
J. Frund	190
L. Silverman	199
Joe Holtzman	199
Smaa Pepper	191
Selig Cohen	198
P. Albert	45
Jacob C Rubenstein	51
Carl Silverman	53
Louis Salzenger	55
Leon Laurowitz	59

Rivington Street

Mos Lewkowsky	78
Aaron Seiger	68.
David Lasar	65
Abraham Goldenstein	65
Noer Wolfson.	69
Ko Wolfson	69
Nathan Frank	69
Dr I Gerbertz	70
B. Barnard	72
David Alperin M.D. Ph.D	72
Isaac J. Hill D.D.S.	72
Chas Kopf	66
M Karneal	70
Louis Hilly M.D	76
Chas Rosenthal D.D.	76.
Joseph H. Strulovich	80
Samuel Sobel	84
Morris Dornstander	84
Joseph Rothman	92

Rivington Street.

Joseph Cohen	92
Henry Zeitel & H.S.	86.
Chemis Rothman	85
Bryan [illegible]	81
Aron Reich	79
Max Kozilow	75
David Heilbrun	71-73
Jacob Aronwitz	62
Abraham Hershow	65
Morris Horowitz	83.
Isaak. Margulis	88
Morris Schachter	85
Louis Kosling	92
Reubenstein.	94.
Dick Sherman	98
Isaac Friedlas	97
Hyman Horowitz	99.
Sam Kassel	99
Abraham Cassel	101
Hirsh Rabinowich	100
Louis R Fickel	100.
Abram Packer	100

Rivington Street.

Oscar Arnold	103
Samuel Garber	105
Louis Bonotowsky	109
Rubin Auerbach	129
Abraham Krauss	272
H. Frager	127
S. Hapler	127
Samuel Weinbaum	140
David Zeiler	129
Nathan Zeiler	129.
Mavis Rosenbaum	134
Leon Fross	131 R.
Abraham Moses Rotenstern	135
Max L. Frost.	131
Boris Shohet	137
Harry Platner	137
Louis Goldstein	137
M. Sandrowitz	137
Harry Kornitzke	149
Philip Rosenthal	161

Rivington Street.

Jacob Rosenthal	149
Bent Feigenbaum	151
Asey Mandel	155
Pinkas Kanarek	155
Nathan Katz	155
George Lewis Levy	155
Stephen Weinstock	161
Julius Liberman	169
Louis Liberman	169
Feivel Silver	184
Sam Tabak	187
A. Katz	184
H. Steigligel	227

THE NATIONAL ARCHIVES OF THE UNITED STATES

Name	Address	Occupation
Benjamin Rothenberg	303 E Houston St	Jeweler
Harris Sokolowsky	150 Norfolk St	Jeweler
Simon Klein	304 E Houston	Clothing
Herman Lobermann	306 E. Houston	Restaurant
M Goodlet	177 Stanton St	Salesman
Emil Oetker	216 E Houston St	
Julius Bleich	312 E Houston "	" "
Isaac Scherer	316 E Houston St	" "
Morris Philip	325 E. Houston St.	Printer
Jacob Goldfarb	338 E. Houston St.	Jeweler
H Krauss	338 E Houston St	Importer
A Friedmann	342 E Houston St	Pawnbroker
Jos. Stevens	348 E. Houston	auction
Nathan Stern	356 E Houston St	Jeweler
J Bruce	356 E Houston St	Clothing
J. C. Steinhardt	6 Clinton St	Salesman
Simon Roth	352 E. Houston St.	
Bernard Mannus	339 E Houston St	Haller.
William J Davis	New Jersey & Northern R. Ry.	
Mon Mannus	339 E Houston St	
Louis Friedman	331 E. Houston St.	Trans Business
Dave Weinberger	331 E. Houston St.	P.O. Clerk
Emanuel Teitelbaum	329 E. Houston St	cleaner & dyer
Philip Goldsmith	325 E. Houston St	Jeweler
Moses Goldenberg	323 E Houston St	Grocer
Adolph Deutsch	318 E Houston St	Banker
Simon Weinberger	329 E. Houston St	bookkeeper
Bernat Deutsch	310 E Houston St	"

Name	Address	Occupation
A B Newman	288 E. Houston Str	Tobacco Importer
Anton Kaufman	290 E Houston St	
Marcus Spulsinger	279 E Houston Ste	barber
Benedict Jamiple	288 E. Houston	
Sowel Jackman	284 E Houston St	
Daniel Fuchs	280 E Houston S.	
Philip Horwitz	278 E. Houston St n.y.	
Reuben Feigenbaum	270 E Houston St	
Faerber, Silberman & Co.	268 E. Houston St.	
Jamie Silberman		
46 Brook ave Bronx		
S. Herskowitz -	290. Stanton	
Buchbaum	260 E Houston St	
S. Greenfield	75 ave B	
Dr. Weinberg	809 East 9. St	
Joseph Bakitz	732 Columbia st	
Herman L. Stern	250 E. Houston St.	
Friedberger & Koch	6-8 ave a N.Y.	
Rosenbaum & Stone Bro.	226 E. Houston St	
Kirsch	230 E. Houston St.	
M Greenspan	218 E Houston St	

Name	Address	Occupation
A. Zarembowitz	216 E. Houston st	
Sidor Tannenbaum	206. E. Houston st	
Joseph. Sobel	194 E Houston St	
Joseph H Mayers	196 E Houston St	
Louis Liblich	194 E. Houston St	
Mat Jacobs	192 E. Houston St.	
Abraham & Levy	217 E Houston St	
Joseph J. Schlesinger	215 E Houston st	
Leeland Hyman	207 E Houston St	
Lius Rosenberg	201 E. Houston st	
Harry Hiller	189 E. Houston St	
Sigmund Sommer	189 Houston st	
Senil Kreisberg	187 E Houston	
S. Erskowsky & Bro	173-175 E. Houston St	
United Cutlery Co.	170 E Houston St.	
Israel Wiell	176 E. Houston St.	
C. Kornwein	158 E. Houston Street	

Name	Address	Occupation
Ignaz Reich	303 E. Houston St	Jeweler
Samuel Goldberg	313 E. Houston sts.	Pharmacist
William Jacobs	313 E Houston St	Diamond Setter
Harris Safran	309 Hosteyn	Butcher
Jacob Held	309 Hosteyn	Bakes
Sam Klein	305 Est Houston	Bookkeeper
Ale Meyer	301 E Houston St	Manager
Adolph Rosenbaum	257 E Houston St	Manager
Samuel Menaweth	257 E. Houston St	Bookkeeper
Sydney P. Schwartz	257-261-263 E. Houston St.	Manager
Paul H. Stiles	321 E. Houston St	Manager

	Address	Occupation
gmund Ratter	154 E. Houston	st. Corset store
Elizabeth E. Kuhn	151 E Houston Street.	
Max Adler.	150. E Houston St.	
Abraham Cobb	150 E Houston St	
Abraham Hermann	138 E Houston St	
Natan. Kaplan	132 E. Houston St	
P. Finkelstein	108 E. Houston St	
Lum Damazek	276 E Houston St	
Moses Karliner	266 E Houston	
Harris Reiner	252 E Houston St.	

53360-10

Chicago, Illinois,(Enroute Seattle)

April 14, 1915.

Commissioner-General of Immigration,
Washington, D.C.

Supplementary to my report of April 7th about record systems in general, and particularly about conditions at the Ellis Island station, I quote below from a letter to Commissioner Howe on April 7th when I left with him a copy of the above report to the Bureau. Also I enclose a copy of a letter being mailed him today touching on some more details in the situation. These are forwarded to complete the Bureau's files on the subject.

"In the memorandum handed you (Commissioner Howe) this afternoon, there is explained to some extent why I have found it best not to share all of the details of any reformative work under way, with the subordinate employes concerned. It too often turns out disastrously. Am frank to say there have been some instances of this at Ellis Island, and one rather ridiculous illustration of it has been carried so far as to be made a part of the plans in the"new story". This is not in any sense critical, but merely to explain why I thought it best not to respond to Miss Duke's request today that I indicate just what equipment would be most desirable for her to secure for the index and allied work. When I have before done this in similar matters, I have returned to find an installation so far from being what it should be as to penalize my attempted advice. And yet it was likely an honest effort to carry out the original idea. In other words, it is one thing to know WHAT to do -- it is quite another to know HOW to do it. Without the latter, the former is useless. I am sorry not to have been able to acquiesce in your idea of having me present at a conference tomorrow, but the Department's instructions as to starting for Seattle have been in my pocket several days already. It would have given me much pleasure to have orally added the volume of illumination which is perforce lacking from the already lengthy document just left with you. I have always preferred action to reports, but if you find it interesting, I shall be amply repaid."

File out.

Enclosure.

John J. Hebard
Immigrant Inspector.

Copy Letter to Comr. Howe

Chicago, Illinois,
April 14, 1915.

Dear Commissioner:

Coming over in the train, your records situation was much in my mind, and I jotted down a number of points which I have not been able to typewrite until today.

At least some of them may be of interest if you are finding it possible to give the matter the personal attention you anticipated, or the disinterested concern of others able to perceive with proper balance and visualize the general plan.

I use these latter descriptive words merely to differentiate from the individual and personal-welfare concern which such a proposal very naturally suffers from in the anticipatory popular discussion and fretful consideration of it.

Of course, in the latter character of situation in governmental business which is so entirely devoid of all proprietary impulse, there is neither community of premise nor purpose in a matter of this kind -- fundamental essentials are lacking.

The first note that I have, refers to the vast overflow collection of records from all Divisions of the Station heretofore stored in the "old railroad room" and in the "statistical vault", both under the care of the chief of the Statistical Division.

It recalls to mind how Miss Duke incidentally but so clearly expressed herself recently as failing to understand why a statistical division should be in any sense responsible for that collection of records. Personally I never could understand it either, except as being one of those situations which like "Topsey", "just growed up".

Further, she indicated a purpose to at once bring about a re-distribution of the whole collection to the various Divisions at the source of it.

Of course few if any of these now have either equipment or suitable floor space for the storage of their portion of the accumulation, but it is the absence of any desirability that they should do so, rather than the mere practicability of so doing, that I wish to suggest to you.

In a word, could there be anything more indicative of the station's need for consolidated record-keeping and responsibility for it, than the incident just reviewed?

For the purpose of illustration and not of criticism, perhaps some such irresponsibility might be expected or even tolerably justified between independent mechanical or technical departments, but where are we to look for evidence of coordination essential to a unity of expression and purpose within the establishment, if not within complete permanent files at its head?

Yet, it seems that whereas specialization in technical and mechanical branches is spurred to effort and improvement by a species of inter-competition, clerical functions, particularly in governmental work, tend more to formality, superficiality, and the ways of least resistance.

The more assignment to clerical work in the office and routine compliance with the historical requirements of the occupation, its forms and customs, seem to have been both the inspiration and the goal of office procedure asxwell as of the activities of its personnel in the past.

Its chief requirements seem to have been "conservatism" and "form". The various modern office appliances are all of comparatively recent origin, and seem now to have pretty well absorbed the requirements of form, but conservatism still coursing the veins of the personnel removed as it is from the influence of competition, stimulates the imagination all too slightly. The dynamic means of accomplishment within its grasp remain buried in the onslaving stupor of the past.

But a change is creeping over us in these respects. Commercial business has been experiencing a stupendous awakening during the past ten years, and office efficiency there may be said to be intentively astride the mount of progress that has carried technical activities to the accomplishment realized in modern machinery, appliances, and devices.

The profitable fruit of skilled labor is no longer to be merely supplementary matter of routine -- it must be original and constructive -- it must inspire and stimulate executive accomplishment. Its functions are no longer statistical and historical aids to "retrospection" but in the future rather must largely personalize and serve "foresight" as well.

One occasionally hears that an index is innecessary -- why not file the records themselves in alphabetical fashion and obviate the necessity for an index? This purely visionary character of reasoning makes instant appeal in theory, but like other such seemingly far-reaching advantages, it proves suicidal in practice.

It leaves one in much the same predicament as he might find himself in had he been enroute to some definite destination, and after travelling for some length of time along the supposedly main highway, he experiences a gradual fading away of the conveniences of a main artery of travel, the introduction of primitive difficulties in their stead, the losing of confidence, the birth of confusion, and the final awakening to realize that he has been travelling into a bag since his ill-advised decision back at the last fork in the road.

There is naught now for him to do but go back and commence all over again, with nothing of profit but his experience, and that could have been had for the asking from anyone accustomed to travelling the road.

To assume the other side of the question for a moment, there is no such thing as filing any great quantity of miscellaneous records which for an indefinite period must be freely consulted for general purposes, without the assistance of an index.

All attempts at filing the records themselves in alphabetical fashion result only in intensifying the evils and difficulties met with in the index problem itself, and these demand a freedom of movement, duplication and substitution to be had only from the use of brief supplemental memoranda susceptive of almost infinite elasticity in arrangement and thus far best met by the use of small cards.

Visualize for a moment: Do we ever have a single case or transaction in our immigration business which can be identified under one alphabetical arrangement under which the file might be placed? I think that we never handle any business whatever reasonably admitting of but one alphabetical clue.

Consider the varied spellings in the name of most any nondescript but typical alien travelling alone. These varied spellings are due to racial customs, aliases, and outright errors. Scan the records filed in the Rehearings office containing "continued hearings" for a few illuminating examples.

Each of these different names and different spellings of the same name are entered in the card index just as if it were the only name given, and to the end that the record may be located promptly without regard to whether one or several names appear therein; but where would you file the sole record of such an ordinary transaction as this under any mere alphabetical filing scheme?

Some may say, put cross references in the files under the several alternative spellings exactly as you now do in your index. But stop and think -- consider what this means.

Cross references in the files, in point of space consumption alone and exclusive of labor expenditure, cost at least 100 times what they cost in properly kept index cabinets.

Then again, the files of records accumulate rapidly and become entirely too bulky in the aggregate to keep within reach convenient for searching.

Age, soil, and wear advance upon them in compound ratio by reason of this intensified activity, and gradually provoke a state of demoralization hard to describe.

Remember they are not only constantly handled in searching, but must be entirely and incessantly shifted from A to Z to make room for the absorption of new matter, the requirements of which cannot well be anticipated either quantitively or alphabetically in advance.

Labor and space requirements are likewise compounding whereas if your records are allowed to accumulate chronologically, or within a subject classification repeated chronologically, ad infinitum, the key to their entire details can be kept comparatively within reach of your elbow -- a mere fraction of the space occupied by your records.

Some folks seem to have forgotten or to have never known that card-indexing has superseded the crude failures in bulky alphabetical filing, and that when intelligently understood and skillfully indulged, it means in record-keeping the progress from candle-light to electric-light.

And yet this is the step backward which is revivified and proposed as a new idea almost as frequently and with about the same degree of temporarily deceptive success, as the made-over "doll" appears each successive year in new clothes to delight the fancy of the Christmas child.

Now for comparative and general but illuminative comment on the problem of records and indices at Ellis Island:

If you will visualize the thickness of these records in the same sense as one would speak of the thickness of a single file of papers, bearing in mind that they vary in size from that of the relatively small memorandum occasionally placed in a correspondence file to that of a folded manifest page, consider that all-told, exclusive of indices, they closely approach 1/2 mile in thickness.

Using this term "thickness" in the same sense with respect to the contents of the index cabinets, and which regards the thickness as the dimension occasioned by the number of cards to be fingered over in searching th e index, consider that the index cards written under the old system for the 7 years 1903 to 1910, are approximately 7000 feet or nearly 1-1/2 miles in thickness.

Consider further that the five (5) year period, 1910 to 1915 written under the new system, is less than 450 feet in thickness. About 75 feet of this consists of permanent guide cards, so the increase per year, based on the average annual immigration of the past, is about 75 feet now as against 1000 feet formerly.

In other words, approximately 525 feet of the new system can be made to absorb the 7000 feet of old system, and eliminate far more than as many dollars worth of cabinets, to say naught of labor, soil, space consumption, and other costly inconvenience inseparable from present conditions.

Consider that there are nearly TWICE as many cards, and more than THREE times as many independent and unrelated entries in the 12-year-old index of arrivals at Ellis Island, as there are of like items in the general index of the New York Public Library.

Of course, be it remembered that the requirements of library indexing have nothing whatever in common with our requirements, either as regards the essential instruments of construction, or the character of service to be rendered; but some idea of the comparative economy of the Bureau's scheme may be had from the fact that if the Ellis Island index of arrivals had been continued under the original system, and were today placed in cabinets arranged with regard to convenience similar to that maintained in the Library, the dimensions of the "registry floor" would be none too large for the purpose.

The library's net increase in books per year, is I expect almost negligible as compared with our increase in similarly unrelated sets of records, so may it not well be asked why libraries do not adopt a scheme of filing the books themselves in alphabetical order, and at once eliminate the tremendous expense of their index, if it is really such an unnecessary supplement as some would contend. But there are reasons why they do not do it.

Hoping that you may find in the foregoing something of interest and assistance,

Respectfully,

Copy

John J. Hebarle
Immigrant Inspector.

New York City, New York,
April 3, 1915.

Commissioner-General of Immigration,
Washington, D. C.

In acknowledging receipt of the Department's two communications of March 24, No. 53000/974, which contemplate my breaking off at Ellis Island and proceeding elsewhere, I feel that you should have this general survey of the situation with respect to records and indices as I leave it here at this time. For your convenience, I shall reserve space in the left hand margin in which will appear brief outlines having reference to specific matter in the body of the report.

IN THE MIDST OF EVOLUTION IN RECORD-KEEPING.

We are in the midst of a journey through a period of evolution started about four years ago, and to give a clear understanding of the present stage of the work to those who have not been in touch with the problem of reformation from its inception in the Bureau about ten years previous thereto, will require my making at least a brief review of its earlier history. This is in part necessary because

FALSE IDEAS EXIST AS TO WHAT EMPLOYES ARE CONCERNED;

ever-repeating circumstances indicate that there are yet those who seem to feel that a record system concerns only the clerks who hide away the accumulation of records in whatever unrelated, duplicated or haphazard fashion they come to them, and make some sort of card record for an index.

AND EXTENT OF CORRECTIVE WORK REQUIRED.

To add a little instruction to the matter of hiding these records in filing cabinets and to the writing of index cards seems to be the beginning and the end of a very erroneous idea of what the installation of an index and filing

INDEXING IS NOT AN "END", BUT ONLY A "MEANS".

system consists. It is as if these adjuncts were not to be helpful agencies in the conduct of business, but merely abstract objectives superimposed and tacked on to the more needful business of the office.

RETROSPECTION.

Let us now see how much of this theory has held good in the course of several years of evolution in the Bureau at Washington, where in the beginning conditions were quite parallel with those I am today striving to improve in the field.

THE ORIGINAL CONDITIONS IN THE DEPARTMENT.

Before the birth of the present system in the Bureau, each of its Divisions was accustomed to treating its specific part of the Bureau's business as rather independent of all the rest. Each made records of its own and only

RECORDS FILED IN VARIOUS WAYS AND PLACES.

a portion of the Immigration records were to be found in the current files of the so-called Files Room in the Bureau. Not infrequently only that portion which happened to be "not wanted elsewhere" was to be found there. The balance was filed in various ways in desks and cabinets in the different divisions or in bundles in the common store-room. Each employee was very jealous of his own allotment of subject matter, and consequently of the records pertaining to it as well. 'Twas a case of several establishments within one. There was no centralized responsibility for the records.

NO CENTRALIZED RESPONSIBILITY.

NO COMPLETE FILES BUT MORE OFTEN ONLY MEMORY TO GUIDE EXECUTIVES.

It was not then possible to send for "the file", and get an orderly arranged, complete record - it was more often necessary to consult memory or imagination as to whether there was in existence anything like the matter sought for, and further, as to who might have it. Executive officers were unable to cover anything like the complete multiphases of any case as they are now, and intelligent understanding of such cases as a unit was quite impracticable in the ordinary conduct of business.

NEGLECT AND UNCERTAINTY THE RESULT.

In fact, business sought its own way, and in its own time, into the field of action or neglect, instead of having executives in position to anticipate, cultivate and direct it. Correspondence often necessarily was acted on quite regardless of previous record which might assist or alter action on the matter in hand, and not infrequently complete action was taken before consulting any records whatever.

ARE TODAY'S CONDITIONS BETTER OR WORSE?

Likely, to one entering the Department today, all this seems quite unbelievable, and I assume that no argument would be required to defend present practice against a proposition to return to the old one just reviewed, but I review it here to show how, in the evolution that has taken place, every officer in the Department having to do with Immigration business, has participated to the extent, at least, of having old customs disturbed.

NEW SYSTEM NOT A PRODUCT OF THE FILES DIVISION ENTIRELY.

The new system was not in any sense an overnight inspiration, but the product of several years of evolution in the processes of doing business, nor was it an abstract accomplishment within the Files Division. It never could have been brought about by the Files Division alone, nor without full cooperation of all employees, nor without unswerving administrative purpose and support.

ALL DIVISIONS ASSISTED AND PARTICIPATED.

It would not have been possible had the administrative head heeded and compromised with the divisional ambitions or desires of each component part of the establishment, instead of striking out for one accomplishment which would bring all component parts into harmonious alignment and serve all of them in the interest of one objective, to wit: The necessities of the Bureau as a unit, and not of any one division or specialized portion of its work.

ACCOMPLISHMENT GRADUAL BUT WITH DEFINITE PURPOSE.

It must have been accomplished with due regard to the abilities, needs and conveniences of all affected thereby, and so gradually as not to disturb the daily conduct of business. No step in the process of evolution could be defended as a good enough getting-off place, so to speak - to have unduly hesitated at any step might have allowed make-shift ideas to sprout here and there which, while eventually to be entirely unnecessary, would none-the-less create distracting disorders which would work havoc in the objective idea.

CHANGES IN PERSONNEL AND LACK OF EQUIPMENT OCCASION SOME DELAY.

And yet the evolution must be sufficiently slow to permit of development of understanding, and required skill on the part of those affected. Frequently, in the field service particularly, a halt has been necessary while awaiting physical changes in the offices or necessary appropriations for new equipment, and particularly because of such re-adjustments as are suffered to come about naturally in the personnel so as to avoid disturbance which would be harmful in a matter in which cooperation is all-essential, and mutual welfare the objective.

THE BUREAU'S SYSTEM IS ROOTED IN ITS BUSINESS REQUIREMENTS;

In its inception, this reformation in record-keeping obviously required a study of the business of the Immigration Service - the real needs of its objective existence - this to avoid confusing substance with mere form and to avoid embarking in the pursuit of the latter to the neglect of the former; and since its business is transacted almost entirely in writing, it follows that apart from the exercise of administrative and executive authority, this business is merely a matter of record-keeping.

AND IT SHOULD SERVE THESE EFFICIENTLY AND ECONOMICALLY.

Now record-keeping, like any other business-agency should, first, serve the business which is the purpose of its existence and nothing else - it should be efficient; and, second, in serving the business, it should not over-reach and devour or destroy the business - it should be economical. Economy, in this sense, means

nothing more than the elimination of unnecessary effort and useless cost - unessentials - from mere efficiency.

INDEXING IS A MEANS TO EFFICIENCY AND MUST BE ECONOMICAL.

Indexing as a necessary part of record-keeping, is scarcely more than the orderly arrangement of the records - the key to them - and as such, must observe the same requirements of efficiency and economy as do the records themselves. Being more specifically in the nature of an auxiliary or "overhead" expense, it must confine itself to essentials with even greater strictness.

IN RECORD KEEPING DEFINITE METHOD ESSENTIAL;

Record-keeping is thus reduced to definite methods and forms of procedure. Concentration and unification become dominant factors.

AND WHAT IT MUST EMBRACE AND PROVIDE.

It must embrace and provide (1st) some reliable memoranda system for daily reference or desk use of executives; (2nd) must provide a procedure which will place immediately of record in chronological order in the proper permanent file of the Station, every step taken with respect to the particular subject matter concerned; (3rd) must have some plan for filing records in orderly association with related matter; (4th) must have some efficient "tickler" system which will insure action on suspended matter at the appropriate future time; and (5th) to accomplish the foregoing, must have some system of indexing so that specific records can be located promptly when desired.

USEFUL SERVICE THE OBJECT.

Every detail entering into each of these requirements must trace itself to some necessity within the objective of the business of which it is a part. If it cannot trace itself back to such a source, it is merely an idle or vain accomplishment.

BUREAU'S SYSTEM ENDORSED - COPIED BY OTHERS.

We are now abreast of record-keeping developed during the past twelve years in the Bureau, and which has been studied and copied in other Government Offices and by the Economy and Efficiency Commission, and, so far as applicable, by many different business interests, office equipment houses, etc., who have visited the Bureau for that purpose.

THE IDEA BRIEFLY DEFINED.

The Bureau's system may be summed up as one consolidated collection of records, classified by subject matter, and uniformly arranged under one single, progressive series of file numbers, in permanent, numerical alignment,

CONCENTRATED RESPONSIBILITY ESSENTIAL.

and one index to the whole collection, divided for convenience, into a subject index and a name index, each alphabetically arranged, and the whole conducted under one responsible head.

FIELD REQUIREMENTS IDENTICAL.

Installation of this system in the field offices would appear simple enough. The business of the Bureau and of its field offices concerns identical subject-matter - aliens, country of origin, country of destination, transportation agencies, the public, and the internal affairs of the immediate Station as a living institution.

WHY DIFFERENT PROCEDURE?

Why not then a uniform procedure with respect to records? Why one practice in the Bureau and a different one at each of the different ports? Why several different ones in different divisions at the same port?

FIXED REGULATIONS GOVERN PUBLIC. OUR OFFICERS STRANGERS TO ONE ANOTHER.

The Department requires the public, in doing business with us, to observe certain definite forms and regulations - why not similar unity within our own establishment? In so far as methods are concerned, at least, our Stations and even subdivisions of them are almost entire strangers to one another.

PRESENT CONDITIONS MERELY THE OUTGROWTH OF EMERGENCIES.

These inharmonious conditions do not represent the constructive ideals of any one. They are merely the spasmodic and compulsory outgrowth of emergencies which have been thrust upon the Service at different over-burdened periods in its career.

SOME OF THE PROBLEMS MET WITH IN ATTEMPTING TO CORRECT BAD CONDITION OF RECORDS.

THESE CONCERN EQUIPMENT, INHERENT OPPOSITION TO ALL CHANGES, ABSENCE OF ESPRIT DE CORPS,

To rebuild these various record systems along the lines of that approved in the Department and do it with the motley array of cabinets, desks and other equipment gathered for entirely different purposes during preceding years; to do it without disturbing the expeditious conduct of current business; to do it alone, with inexperienced employees who have been schooled for years in narrow details peculiar to their own division, or their own port at best, and who therefore cannot comprehend the relative importance of requirements unknown to them, but existing in other divisions and at other ports; and who because of this, take on an attitude of skepticism, worry and a resulting protest of at least negative character; to bring about an entirely new view-point and habit on the part of all employees having to do with the making or handling of records; to inspire and promote necessary cooperation between different employees

and divisions instead of the deep-rooted irresponsibility so frequently found under cultivation between them; and to accomplish these arbitrary changes without the appearance of being arbitrary; to do these successfully are but a few of the problems to be solved.

AND ARBITRARY ESSENTIALS.

Now as to what has been accomplished thus far: Inasmuch as Ellis Island is the major Station so far as records are concerned, and as what I have been attempting there is only a repetition of what is under way at the other Stations, I shall deal with Ellis Island specifically for the purpose of illustration in this report.

ELLIS ISLAND CONDITIONS USED AS AN ILLUSTRATION.

At the time of my commencing here, records were accumulating in what are known as the Correspondence Office, Law Division, Treasurer's Office, Rehearings Office, Civil Engineer's and Storekeeper's Offices, Board of Special Inquiry, Registry, Boarding, Deportation, Information and Statistical Divisions, and in a mongrel, obsolete collection in the vault and in what is known as the "Old Railroad Room", to which all were contributing an overflow at such times and in such fashion as suited their own convenience.

RECORDS BEING FILED IN VARIOUS WAYS AND PLACES. OFFICE AND STORAGE SPACE IN A STATE OF CONGESTION.

Each was supplied with filing cabinets, often two or three designs in the same office; several had card-index systems of their own; all had their own independent ideas regarding how to keep their particular files and as to whether they should be filed alphabetically or numerically; file numbers were superimposed upon files already bearing the file numbers of other divisions; there was no such thing as centralized responsibility for the records of any one complete case or transaction; and consequently valuable space and filing apparatus were given over to the storage of an immense quantity of duplicate matter, to say nothing of duplication of effort in bringing even this motley situation into existence; and all this despite the fact that they were dealing merely with different conditions surrounding the same aliens, or only different phases of the same identical thing - the business of the Station.

ABSENCE OF HARMONIOUS METHODS RESULTED IN WASTEFUL DUPLICATION OF LABOR AND RECORDS.

Inasmuch as every corrective step should be taken in harmony with the ultimate objective, at the outset it was necessary to foresee where must eventually be centralized the record-keeping of the Station. Naturally, it

THE INITIAL STEP TOWARD REFORM.

should be in the Executive Office. Here at present, perhaps, is the great bulk of the records, certainly of the more important correspondence records at least.

EFFECTING A CONCENTRATION OF SUITABLE EQUIPMENT IN EXECUTIVE OFFICE.

And so my first efforts were spent in effecting such a transfer and trading about of filing equipment as would bring into the Executive Office all of the suitable equipment at the Station, of a type and manufacture which would harmonize and make the work-bench of the future so far as records were concerned.

ORDERLY ASSEMBLAGE OF EQUIPMENT LEFT ELSEWHERE.

At the same time, I aimed to leave but one style of equipment in each of the other Divisions, so that, apart from a mere consideration of orderly appearance for the present, complete units of equipment would be eliminated as the record business of these different Divisions was eventually absorbed in the centralized record room of the Executive Office.

SIMPLIFICATION OF WORK BEING TEMPORARILY CONTINUED.

By simplification and temporary constructive work, we reduced the labor, expenditure and duplication of records in each of the Divisions so far as practicable without disturbing current business, and with the idea of its being, at best, in the nature of merely temporary relief until the gradual absorption heretofore referred to had been consummated.

WHERE PARTICULARLY EFFECTIVE.

Three particular instances of this were in the Correspondence and Rehearings Offices and in the Statistical Division, in each of which the labor requirement was cut down, and considerable office and filing space relieved and made available. The growing bulk in the records was greatly reduced.

INITIAL SAVING OF EXPENDITURE.

Contracts for the purchase of additional filing equipment were cancelled, and a large amount of that even then on hand has been vacated and shipped away for use at other ports.

INDIRECT AND PRECAUTIONARY WORK.

I was handicapped in having to deal with inexperienced employees, and for this reason and out of an abundance of precaution undertaken to avoid a mishap, many moves were brought about quite indirectly; at first upon what might be called progressive, temporary legs, which could be more or less justified for the minute, but which eventually would be replaced or proven unnecessary.

WEANING EMPLOYEES FROM IMAGINARY NECESSITIES BORN OF CUSTOM.

They served as a means of weaning the employees away from their imaginary necessities and, at the same time, provided easy stepping or bridging to the eventual scheme. A great amount of duplication and unnecessary labor expenditure was suffered to continue for the same reasons.

CONSOLIDATION OF RECORDS AND RESPONSIBILITY.

Now to return more specifically to the matter of accomplishing an eventual consolidation of records and of responsibility for them.

NEARLY ALL RECORDS SPRING FROM THE MANIFESTS OF ARRIVALS.

The Station exists for the purpose of handling the business connected with and growing out of the arrival of aliens at this port. It draws its inspiration and necessity from the source of these arrivals, and the original evidence of them in the shape of records, is the manifest presented to our officers on arrival of the ship at Quarantine. This manifest is required by law in a form specified by the Regulations and, excepting only the internal affairs of the Station, all Immigration business of the Port proceeds from it.

NUMERICAL IDENTITY OF EACH NAME THEREON ESTABLISHED BY REGULATION.

All the records made at the Station pertain to the aliens listed on these manifests, and inasmuch as the index key to the names on them operates through a number which is a combination of the page and line number of the particular manifest on which the alien's name appears, why should it not also be used as the file number for all the records made at the Station concerning that alien? This number is assigned to the passenger by the steamship company while he is still aboard ship and as required by law.

COMBINED WITH SERIAL NUMBER OF SHIP MAKES FILE NUMBER.

If we subordinate and join it to a general number assigned the ship in the order of its arrival at Quarantine, an equally effective substitute for the volume number now similarly used, almost the entire records of the Station immediately can be made to take on a definite and descriptive numerical identification which will cause them to gravitate into orderly arrangement in the files.

SHIPS NUMBERED SERIALLY IN ORDER OF ARRIVAL.

Under this plan the Boarding Division would be supplied with serially numbered forms on which to at once report to the Commissioner certain facts concerning each and every vessel in the order of its arrival at this port. These forms are to be used in serial order, and the Boarding Inspector should provide himself with the next form from the series before boarding the vessel.

ALL PAGES OF MANIFEST SHOULD BEAR SHIP'S NUMBER.

The number of the form selected must not be altered under any circumstances, and must be entered at the top of every page of the manifest, and will be the identifying general number for all records developing from the ship in question. The combined page and line number of the manifest will constitute the sub-number identifying the particular passenger concerned.

The combined general number and sub-number should be written conspicuously on S. I. and

Detention Cards, Board Hearings, and in fact on every record concerning any alien brought to port. Under this plan, no records are accumulating without a positive identification upon their face, nor is there any delay or wait for the assignment of numbers; everything proceeds in a logical manner from the manifest.

FILE NUMBER WILL APPEAR ON ALL SUBSEQUENT RECORDS.

AN ILLUSTRATION.

To illustrate: All records in the case of John Jones, whose name appears on line 2 of page 6 of the manifest of a ship whose general number is 12015, will be numbered 12015-6-2, which will be the permanent identification of the passenger in all subsequent records.

ASSOCIATION OF RECORDS IN FILE CABINETS.

Even in the filing cabinets, the records would be in the same association with one another as are the names on the manifest page - as are the manifest pages with one another - and as the ships bear to one another in the order of arrival.

RECORDS GROUPED AND EASY OF ACCESS.

Complete transactions then could be withdrawn from the files in units embracing the case of a particular alien, those of a family, a manifest group, all of a given ship, or all for any calendar period, and this from one glance in the index and without disturbing anything but the particular records desired.

THE INDEX.

Now to provide an index for these records. As before stated in treating of it generally, indexing is largely a matter of arranging the records in orderly classification and, in this sense and to this extent, the adoption of some basic scheme must precede the arrival of the records. The machine must be ready for business.

DEVELOPING THE INDEX IN THE STATISTICAL DIVISION.

The scheme must embrace some sort of index, provided with sufficient elasticity and built along such lines as in the end would absorb and be the key to the entire records of the Station. And inasmuch as this index at the start must be big enough to absorb the largest component part of the records of the Station, constructive work in this respect took root in the Statistical Division where has been kept the so-called index of arrivals, This we have been building and perfecting as rapidly as time, help and convenience would permit. Lack of conveniences has been our greatest drawback.

DESCRIPTION OF IT.

The index is a machine of nearly 200,000 parts. Of these, 100,000 are alphabetical subdivisions of our twenty-six letter alphabet. Nothing even faintly approaching this in immensity can be had in the market. It had to be calculated and composed from a study of each

IT REPRESENTS AN EXTENSIVE STUDY OF NAMES.

individual combination of letters required by the particular business of this Station. Another 100,000 parts represent common or frequently appearing surnames parallel with our native names such as Smith, Green, Jones, Johnson, etc., but selected from all the motley array of foreign names presented at this port.

MANY ERRORS AND OMISSIONS NEED CORRECTION.

The speed with which this set of alphabetical subdivisions necessarily was built up in the start allowed of far-reaching errors and omissions, which reduce its possible efficiency and economy to a point greatly below what it should be. For instance when eventually corrected, I think it will contain approximately another 100,000 alphabetical subdivisions and common surnames, the profitable effect of which is not apparent at present in its true light.

ADVANTAGES WILL APPEAR WITH IMPROVED EQUIPMENT.

This is because many essential conveniences in equipment are now lacking, but when eventually set up and properly adjusted, these additional subdivisions will result in a saving of practically a half-year's work of one clerk in the matter of making the index. Even more important, however, is the fact that in service, convenience and finished nicety, the index will take on an efficiency hitherto unknown.

300,000 PARTS. 1,000,000 NAMES ENTERED ANNUALLY.

Thus it will be seen that the index eventually will be a machine of nearly 300,000 parts, and if past performances are repeated, it will be called upon to absorb as many as a million names per year.

MINUTE CONVENIENCES MAKE EFFICIENCY

So it is a machine the success of which depends upon the efficient and economical manoeuvreing of such a multiplication of small and even minute things as to make a big problem in the aggregate.

MINUTE INCONVENIENCES DESTROY EFFICIENCY.

And in the same sense and to the same extent that savings in trifles multiply and become surprising gains in the aggregate, so also our big difficulties and problems in this indexing business may be traced back to little inconveniences and ills, the importance of which are unappreciated by the inexperienced because as abstract units, they make so little appeal.

AN ILLUSTRATION IN INDEXING.

For instance in the past it has required generally an average of between 45 and 55 seconds to index the arrival of an alien. Now the slightest inconvenience or irritation will cause at least a second's delay, to say naught of the multiplied effect of this wear and tear on the person, and yet, the addition of but one second to this average means an increased labor requirement of approximately forty days per year.

Consider then what the aggregate must amount to in the shape of unnecessary drudgery visited upon the operators.

THESE INCONVENIENCES LARGELY DUE TO UNSUITABLE EQUIPMENT.

And to point out in a general way some of these nettling inconveniences, let me suggest that there are as many differencies in the adaptability of various makes of filing and card index cabinets, typewriters, chairs and allied equipment to particular business requirements, as there are differences between the requirements of unrelated lines of business; and the attempt to use them interchangeably, without regard to such distinctions as are in point, is to generate in some measure about the same economical efficiency as would be had from an attempt to sail a freight train on the water or run a freighter on a railroad track, simply because both were built to carry freight.

AN ILLUSTRATION IN THE FAULTY CONSTRUCTION OF CARD CABINETS.

A recent circumstance of this particular kind was the faulty drawer construction of the index cabinets. After unsuccessful search for substitute cabinets and study of the present ones, I aimed to remedy their imperfections by installing side-fillers and spreaders or stiffeners in the drawers. Excess width in the body of them stimulated imperfect alignment of the cards and consequent mutilation. At the same time, it was the custom of the sharp-edged, upper side-rails on the drawers to gradually collapse and, by binding the cards in a localized area, intensify these evils. Furthermore, the steel construction was such as to allow the follower-block to gradually slip back, and by making the cards less accessible, encourage additional annoyance and mutilation.

ILLUSTRATES AGGREGATE EFFECT OF SUCH SMALL DISORDERS.

But even more important than the wear and tear on the cards, was the consequent time-consuming, nerve-racking effect on the operator. It was an illustration of the aggregate effect of small things to the extent that, whereas a single card could be withdrawn without conspicuous difficulty, an attempt to remove several as a unit more often resulted in lifting the drawer as well.

VISIBLE TROUBLE DECEPTIVELY SUPERFICIAL.

Just as diseases of the human body are given to several means of expression, some of which the layman may likely mistake for the disease itself, so also with these card cabinets, the patent abuse of the cards was but one expression of a basic disease which, in ways not so clear to the mere observer, was rapidly sapping away the economic efficiency of the whole machine.

ALTERATIONS NOW ABOUT COMPLETED IN CARD CABINETS TO CORRECT THEIR FAULTS.

Because of the real urgency of these alterations and of the Commissioner's inability to spare carpenter service from other work to complete them, I preferred to purchase the necessary wooden fillers and spreaders for each card drawer, at my own expense, rather than have my work suffer the ultimate harm which would ensue from their absence. They cost $9.00 ready for insertion, and are now about all in place. As before suggested, there were good reasons why these particular cabinets, of all the varied makes in use at the Island, were otherwise most suitable for the purpose, and nothing to be had in the market would serve our need so well as these when altered as above indicated.

"LISTS" IN TYPEWRITING, AS AN AID IN INDEXING.

Now about the so-called "lists" which are being written directly from the manifests and which serve as an intermediary between them and the actual indexing.

THEY ARE NOW JUSTIFIED, BUT A NECESSITY LATER.

In another part of this report, I have explained how, in the absence of the essential ingredients of efficiency and to avoid arbitrary methods, it is sometimes necessary to accomplish ultimate objects by indirect means and not exactly in the same way that it will eventually be done. These lists are somewhat, though not entirely, of that nature. They can be justified without giving a thought to the eventual purpose they are primarily designed to serve and with which purpose we will now deal in its entirety.

ERROR AND HYPOCRISY WITHOUT THEM.

It does not startle me, and it should not startle any one in touch with the matter of deciphering the handwriting on these manifests, or at all familiar with the circumstantial atmosphere of the office in which this work has been conducted, to realize that the index is now largely filled with error and hypocrisy.

THESE NOT ATTRIBUTABLE TO PERSONNEL.

These are neither personal attributes nor are they the altogether normal product of the personnel immediately engaged on the task, but are the logical consequences of the spirit and ambition-destroying atmosphere of an office which has long been little more than a cemetery of crudeness and neglect.

SENIOR EMPLOYEES TEMPORARILY ENGAGED COMPLAIN FATIGUE.

Some of the emergency operators are heard to say that the work of writing the lists from the manifests is hard and fatiguing. I thoroughly sympathize and agree with them but I fear they little realize how greatly improved are the even yet crude conditions in which they are participating.

FATIGUE NOW RESULT OF ACCOMPLISHMENT, WAS NOT BEFORE.

Their fatigue is the result of at least some definite responsibility and provable accomplishment, whereas the fatigue of their neglected predecessors at the task was but the product of an indefinite and irresponsible grind, multiplied by unending days of "ifs" and "guesses".

FAILURE TO COMPLY INSTRUCTIONS CAUSE OF FATIGUE.

Such of these emergency operators as come from other Divisions now also are experiencing the hardship resulting from the failure of primary Inspectors to legibly correct the manifests as required by Department instructions. Perhaps they now realize how it contributes to the fatigue just referred to.

PREVIOUSLY NO OPPORTUNITY TO ASCERTAIN RESULTS.

One must consider that under the plan of indexing directly from the illegible handwriting on the manifests without the intermediary lists, there was no opportunity to measure either the quantity or the accuracy of the operator's transcription.

FAULTY INTERPRETATION CAUSES OMISSION OF CORRECT NAMES.

Further, there was no chance to take advantage of more than one possible interpretation of the name, whereas the miserable handwriting usually admits of several of these with about equal facility, and the index should contain all reasonable interpretations having any serious difference between them, if it is to meet the purpose of its existence.

CONGESTION AND CONFUSION INSEPARABLE FROM OLD PLAN;

Furthermore, the overhead work consisting of each operator having to search through all the bulky, unwieldy volumes of manifests for only an occasional entry, and the attendant congestion and confusion in passing them about the room; the inconclusive and laborious means of detecting and correcting the vast number of outright omissions in indexing; all tended to so degrade and involve the task of the employees affected as to make wholesome office decorum and economical efficiency an impossibility.

AND INDEXING KEPT IN ARREARS.

Moreover, as will appear later in connection with the idea of bringing this indexing up actually current, and abreast of the time of the alien's arrival instead of weeks or months in arrears as heretofore, the indexing will be done long before the manifests are bound into books, and consequently the present cumbersome desk equipment for them will no longer be needed.

LISTS WILL HAVE ANOTHER USE.

Now as to the superior value of indexing through the intermediary of these "lists" and also the more important purposes they will serve in the ultimate plan.

SKILL ACQUIRED IN READING,

To consistently typewrite the lists from poorly written manifests, the operator traverses the same style of handwriting page after page,

AND DECIPHERING HANDWRITING.

and obviously acquires skill and familiarity which is of unquestioned value in deciphering it with ease, speed and accuracy.

MENTAL STRAIN MUCH REDUCED.

The line of thought is harmonious throughout, and no memorizing of the spelling of each name is required as in the case of direct indexing when the operator must stop and search out the proper card in the cabinet, and in the process solve and dissect the spelling of the name repeatedly before he finally transcribes it.

IT IS FATIGUING..

If there be any doubt regarding the fatigue generated in these mental processes just described, a brief attempt to enter in the index directly from the handwritten manifest, a few of the typical alien names not especially noted for their phonetic spelling, will convince almost any one.

LISTS MAY BE VERIFIED READILY.

Further, the typewritten lists can be easily checked against the manifests as fully as may be desired, and an accurate conclusion is possible as to the comparative correctness of the operator's work.

COMPARATIVE ADVANTAGE OF LISTS.

In round numbers, three operators will list names from the manifests as rapidly as seven others can index them in the cabinets; and the ten operators thus working together will completely index as many names all-told and more correctly than the same ten could pretend to do in the necessarily error-ridden practice of indexing directly from the manifests.

MORE ADVANTAGES.

It is a matter of experience and not theory that one skillful operator working alone will do more indexing through the medium of making the lists and then indexing into the cabinet from it than he can possibly do in working direct from the manifest to the cabinet; and more important is the fact that he will do it with far less exertion and fatigue. Through use of lists, his work can be checked for accuracy and quantity - without them this would be a task equal to doing the work over again.

SPECIAL SKILL DEVELOPED AND ABILITY UTILIZED.

In writing these lists, only that quarter of the force of operators most efficient in deciphering handwriting need be entrusted with this most trying part of the task - whereas without them the entire force must be 100% efficient in this special skill in deciphering or your index is to that extent false and worthless.

LISTS GIVE ELASTICITY TO FORCE.

Moreover, with their assistance the operators can be shifted about freely to any letter of the alphabet which may be in arrears or may be overworked by the alphabetical tendencies of the names found among the particular races at that time in the majority.

LISTS ARE NOT ENTIRELY DUPLICATION.

Many are heard to say that the writing of the "lists" really means writing all the names in duplicate. This is not so. The eventual 200,000 common surname guides in the index absorb 75 to 90% of the surnames of arriving aliens and it is never necessary to write these surnames on the index cards. To this extent, there is no duplication.

OF ADDITIONAL VALUE ULTIMATELY.

So much with respect to justifying the lists by their abstract uses at present. Now to show the additional service they will render in the ultimate scheme.

THEY WILL PERMIT CURRENT INDEXING. HERETOFORE NOT POSSIBLE.

Heretofore it has not been thought possible to maintain the index of arrivals nearer current than a month or six weeks behind the primary examination on the Registry Floor. Obviously, when it becomes the sole index to the records of the Station, it must be maintained abreast and actually current all the time. It easily can be brought up to within an hour of the primary examination.

WRITTEN AT TIME OF PRIMARY INSPECTION.

These lists then will assume other functions. As I see it, they likely would be written on the Registry Floor then immediately after the manifest group has passed the primary desk.

NECESSITY OTHER LISTS OBVIATED.

The spacing and style of the lists will be such as to align perfectly with the columns calling for similar information on the S. I. and Detention Sheets now in use and to which they can be readily attached.

MULTIPLE COPIES AVAILABLE.

They will be written in hectograph ink so that any number of multiple copies can be stricken off mechanically with almost neglible expense and in less than as many minutes.

UNIVERSALLY USEFUL.

These complete lists of arrivals, showing whether or not the aliens were ordered detained, can be furnished immediately in such numbers as will be useful to the Executive Office, Information, Deportation, Special Inquiry and Boarding Divisions. In each Division they will form the basis of a day-book or journal of current business as was explained in connection with S. I. and Detention Sheets.

OF SPECIAL ASSISTANCE TO INFORMATION DIVISION.

The Information Division will thus have a complete list of all arriving aliens as rapidly as they are examined, and with the explanatory data as to whether or not they were detained. A copy could be sent immediately to the New York

AND RELIEVE CONGESTION AT ISLAND.

side and serve to satisfy a large number of inquiries at the Gate, and obviate much unnecessary congestion at the Island.

INDEXING STARTS IMMEDIATELY.

Several copies immediately will be sent to the Executive Office for distribution to the various operators engaged on different alphabetical sections of the index.

EACH PERSON IDENTIFIED BY NUMBER.

The Detention and S. I. Cards and other memoranda made at the time of primary inspection will bear the identifying number of the alien's case. This number is a composition of the ship, page and line numbers copied from the manifest. These numbers also appear in sequence opposite the corresponding names on the typewritten list just referred to.

IT BECOMES HIS FILE NUMBER.

The same number will also be the file number, and springing as it does from the manifest at the source of the records, it will be a definite key, universally known in all Divisions, and will become the identifying means of communication between them.

IT PROVIDES MEANS OF DETECTING IDENTITIES.

Under present system of indexing different facts concerning the same alien in different parts of the establishment, an alien may appear for examination several times without being tripped up or any connection taking place between his previous and present examinations unless, perchance, memory saves the day. Under the unified system proposed, the identification will take place immediately upon the indexing of the lists in the Executive Office.

ITEMIZED HEAD TAX BILLS.

Another use for the lists, not yet experienced at Ellis Island, is a requirement of the transportation companies at some ports that they be furnished with itemized head tax bills. A copy of the list, with the appropriate names checked thereon, serves the purpose.

FILE NUMBER UNIVERSALLY KNOWN.

Moreover, in communicating with the transportation companies, our file number enables them to make direct reference to their copies of the manifests and vice versa to our files.

ESSENTIAL EQUIPMENT LACKING.

So much for the ultimate plan - now for the sorely needed essentials in equipment. In their absence progress has been retarded and is fast becoming impracticable.

LEG-BASES FOR INDEX CABINETS.

First: The index cabinets should be supplied with leg-bases of special construction to bring the drawers to proper height and at the same time provide foot and knee room for the operators. The absence of these provisions is expressed in days, dollars and fatigue at present.

SPECIAL TYPEWRITER STANDS TO REPLACE DESKS.

Second: The above bases having been equipped with proper supports at appropriate intervals for the purpose, should be supplied with adjustable swinging typewriter stands of suitable construction and permanently attached to the bases. I estimate a need for perhaps fifteen of these. The present desks are a nuisance for indexing purposes.

TYPEWRITER CHAIRS OF APPROPRIATE DESIGN.

Third: Typewriter chairs should be supplied for each operator, and they should be of a design selected with regard to comfort and efficiency for their particular purpose. This is a very important consideration.

ARRANGEMENT OF CURRENT INDEX;

Fourth: The index cabinets should be arranged in alphabetical order in a well-lighted room, and in close proximity to the Files and Executive Offices. They should be arranged in multiple units of solid formation, somewhat similar to the arrangement of the index in the Appeals Office, as distinguished from the present irrational arrangement in the Statistical Division.

AND OF STOCK INDEX.

The reserve or stock-index should be alphabetically arranged in solid alignment in close proximity to the current index. It should not be stacked above the eye-line, and should rest on leg-bases at least as high as the knee, and should be interlaid with a unit of adjustable shelving to be conveniently drawn out as a drawer-rest when searching the index.

SUPPORT FOR MANIFEST SHEETS.

Fifth: Three or four typewriter desks should be supplied with supports somewhat similar to a music-rack, for holding manifest sheets while lists are being written. They should rise at a convenient angle and hold the manifest slightly to the left of directly in front of the operator - not at the right as the book supports of the past have been arranged.

OTHER ESSENTIALS IN RECORD-KEEPING:

THE PERSONNEL AND RESPONSIBILITY.

Having explained the application of the Bureau's system of record-keeping and indexing to the Ellis Island Station, very generally I admit, but perhaps in as detailed a manner as is possible within the compass of this report, and further having indicated the conveniences in the way of equipment which are now most essential, I come to the matter of personnel.

EFFICIENCY DEFINED.

Right here it may be well to clarify matters by a moment's reflection on the subject of efficiency - what is it? As I understand it, and in practice find it to be, it is the product of applied skill, convenience and objective necessity.

CERTAIN INGREDIENTS NECESSARY.

So long as you possess a supply of each of these ingredients, you can produce efficiency. When any one ingredient is lacking and an attempt is made to produce it from the other two, the resultant composition is not efficiency at all, but really only an irresponsible, rudder-less agency of waste.

SOME OF THESE OCCASIONALLY LACKING.

And so, in installing the Bureau's system, do I frequently find the Stations without some of these necessary ingredients. Occasionally where skill exists, there is no ambition to apply it, and then, again, convenience is lacking.

RECOGNITION OF SKILL GETS RESULTS.

But, given time to bring about selection and some recognition of skill inspired to application, and time to prove by demonstration, I am glad to say that sparks of genuine efficiency are admittedly produced now and then.

DEMONSTRATION VS. HASTY THEORY.

Demonstration, though tediously slow and laborious, really presents the only means of making headway when working alone. It spells the difference between practice and such theory as is the product of overnight-inspiration. So far-seeing is the latter from its newly-discovered viewpoint that it overlooks mere "ways and means" as unimportant matter of detail.

LATTER IS OFTEN SUPERFICIAL AND IMPRACTICABLE.

It essays a plan of procedure innocently replete with such self-sufficient conveniences as "men without legs", "wagons without wheels", and "trains without motive power". It projects new problems - not solutions - which necessity must gradually solve by constructing some sort of makeshift from the helpless, incomplete and impracticable vision born of an overnight sail into the realm of theory.

SKILL EQUALLY AS ESSENTIAL IN DRAFTING DETAILS AS IN BASIC PLAN.

The discussion in the preceding paragraph is injected here primarily to suggest the inadvisability, after laying out a basic plan of this kind all details of which have been conceived in thorough cooperation and harmony with one another, of placing it in inexperienced hands for accomplishment before its intended application has been specified in detail or demonstrated.

REQUIRES BROAD UNDERSTANDING SUBJECT.

Their viewpoint is too narrow - they have not sufficiently far-reaching appreciation of the essentials. Originality may be brilliant in the abstract but its sole value is realized only in the practicable application of it.

HARMONY IN DETAILS THE SUCCESS OF THE PLAN.

The complete structure visualized by the architect would never materialize if the details of construction and coordination were entrusted to unguided hands. Deviation seemingly ever so slight from the standpoint of the mechanic specializing on some detail in the structure, is entirely too likely to abort the larger accomplishment in view.

MAINTENANCE OF CONFIDENCE ESSENTIAL.

This may suggest why I have consistently found it unwise to spread abroad among the employees likely to be effected, the details of the ultimate scheme.

NO STIMULUS TO INSPIRE COMPROMISING CONCESSIONS.

It is almost too much to expect from human nature, in these circumstances, that the compromise and cooperation essential to this character of concerted progress and collective accomplishment will be volunteered by self-centered individuals and divisions effected.

ADVANTAGES EVENTUALLY APPRECIATED.

Eventually of course they will appreciatively participate, but this must usually be awaited as the product of experience. It is rarely to be realized in the perspective.

COMPETENT MAN TO BE RESPONSIBLY IN CHARGE.

All this gradually leads up to the point I wish to make as showing the need of centralized responsibility for the proper care of all the permanent records at Ellis Island in some active, skillful head, capable of supervising the consolidated records and indices as embraced within the unified system outlined in this report.

PROPER LOCATION IN THE ESTABLISHMENT.

The duties of the position have neither concern nor community of interest with the problem of gathering statistics, but as previously indicated in the discussion concerning a logical location for the consolidated files, they rather coordinate with allied activities of the Executive Division.

John J. Eckel

Immigrant Inspector.

53360/10. June 6, 1914.

4

Chief, Division of Publications and Supplies,
Department of Labor.

As per your request of June 2nd, the Commissioner of Immigration at Ellis Island forwards the inclosed "Office Memorandum of Bill of Lading"No. 2506, dated March 4th, covering shipment of filing cabinets to your office.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 6/6 BY

Imol. 9468 Acting Commissioner-General.

JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524/16-555

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

RECEIVED
BUREAU OF IMMIGRATION
JUN 5 - 1914

June 4, 1914.

Commissioner-General of Immigration,
Washington, D. C.

360/10

Complying with request of the Acting Chief of the Division of Publications and Supplies, dated June 2nd, I am transmitting herewith "Office Memorandum of Bill of Lading" No. 2506, dated March 4th, covering shipment of three crates of filing cabinets to that division.

Acting Commissioner.

Inc. 17883.

JLM.

53360/10. May 2, 1914.

Chief, Division of Publications and Supplies,
Department of Labor.

In connection with Ellis Island letter of April 28th, copy of which was furnished you on the 1st instant, there are transmitted herewith Government bill of lading No. 131, office memorandum and bill of $3.83 submitted by W. H. Werner covering drayage charges on ten crates of filing equipment recently shipped to your Division.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 5/2 BY

Incl. 7063. Acting Commissioner-General.

JLD

COMMERCE & LABOR
MAY 8 1914
RECEIVED

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98534/28

360/10

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
APR 30 1914

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 29,1914.

Commissioner-General of Immigration,
Washington, D. C.

Government bill of lading No.131 together with office memorandum and a bill from W. H. Werner in the sum of $3.83 for cartage from Ellis Island to the Pennsylvania R.R., covering the shipment of ten (10) crates of office furniture referred to in my letter of the 28th instant,are herewith transmitted.

A. F. Sherman,
Acting Commissioner.

Inclosure 4579.
HR

52579/1. May 1, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

With reference to your letter of April 28th, No. 98524/28, authority is hereby granted for dropping the following articles of furniture which have been forwarded by you to the Division of Publications and Supplies:

1 2501 Globe-Wernicke cupboard unit.
1 Top for the above.
1 2501 Globe-Wernicke cupboard unit.
1 Base for the above.
2 973 Macey Gold Medal storage sections.
1 973 Macey Gold Medal storage sections.
1 973 Macey Gold Medal storage section.
2 Bases for above 973 units with 18" legs.
20 shelves for bookcases.
1 Base for large bookcase.
1 Base for large bookcase.
2 Bookcases (except bases)

(Signed) F. H. Larned.

Acting Commissioner-General.

JID

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON.

No. 53360/10. May 1, 1914.

OFFICIAL COPY of communication from the Ellis Island office dated April 28, 1914, respectfully furnished to the Chief, Division of Publications and Supplies, for his information.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 5/1 BY

Acting Commissioner-General.

JLD

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

98524/38

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
APR 29 1914

360/10

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 28,1914.

Commissioner-General of Immigration,
Washington, D. C.

In accordance with instructions in your letters bearing number 53306/10 of March 25th and April 7th and telegram of the 20th instant, arrangements are being made to-day to ship, on Government Bill of Lading No.131, via freight, in ten (10) crates, the following furniture:

			Cost.
Crate No. 1.	One	3501 Globe-Wernicke cupboard unit transferred to this station from Buffalo, N.Y. Aug. 1910	13.72
	One	Top for above made here	-- --
Crate No. 2.	One	3501 Globe-Wernicke cupboard unit as above	13.72
	One	Base for above made here	-- --
Crate No. 3	Two	973 Macey Gold Medal storage sections; one transferred here from New Orleans 2/9/14/	18.00
Crate No. 4	One	973 Macey Gold Medal storage sections	18.00
Crate No. 5.	One	973 Macey Gold Medal storage section	9.00
Crate No. 6.	Two	Bases for above 973 units, with 18" legs; one made here; other supplied with legs only. Base No.927 cost	2.00
	20	Shelves for book-cases in crates 9 and 10.	
Crate No. 7.	One	Base for large book-case in crate No.9. (In this case is a package of shelving clips.)	
Crate No. 8.	One	Base for large book-case in crate No.10.	
Crate No. 9.	One	Book-case (except base)	
Crate No.10.	One	Book-case (except base)	

Book-cases in crates Nos.7, 8, 9 and 10 are part of equipment transferred to Department of Commerce and Labor by Treasury Department--original equipment--cost unknown.

The bill of lading will be forwarded as soon as signed and returned by the transportation company. It is assumed the cartage charges at this end should be forwarded to you for settlement and that course will be pursued in the absence of instructions to the contrary.

Acting Commissioner.

HR

No. 53360/10 April 20, 1914.

Immigration Service,
Ellis Island, N. Y.

Inspector Heberle reports two large cabinets with glass doors in carpenter shop, Ellis Island. Have them put into condition under his suggestions and ship with others. Have cases already ordered forwarded fitted with leg bases before shipment. Heberle informed of requirements when here recently.

LARNED.

Attest:
EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 4/20 BY

Acting Commissioner-General.

ROD-EFH

3:00 PM.

RECEIVED
BUREAU OF IMMIGRATION
APR 20 1914

Ellis Island, New York Harbor,

April 19, 1914.

Commissioner-General of Immigration,
Washington, D. C.

At the time of receiving copy of Bureau No. 53660/10, of March 25, 1914, I was making alterations which, it seemed, would eventually provide cabinets such as you desired. Before being able to take action, however, I found the Commissioner had already written you listing some Macey and Globe-Wernicke cupboard units which they felt could be spared. These are now nearly crated for shipment. I note that the only bases being sent are one or two of the low, four inch design, and it occurs to me that if you should lack units with which to build up an appropriate stack, these bases would not be as desirable as if they were of the "high-leg" design. Legs approximately twenty inches in height could be put on here with little trouble, and could easily be sawed off to any length you later found desirable. If this suggestion seems a good one, please telegraph the Commissioner to have the Carpenters make such alterations in them as I may suggest, before they are shipped.

In another letter I am writing of two additional cabinets. OVER

John J. Heberle
Immigrant Inspector.

Ellis Island, New York Harbor,

April 19, 1914.

RECEIVED
BUREAU OF IMMIGRATION
APR 20 1914

Commissioner-General of Immigration,
Washington, D. C.

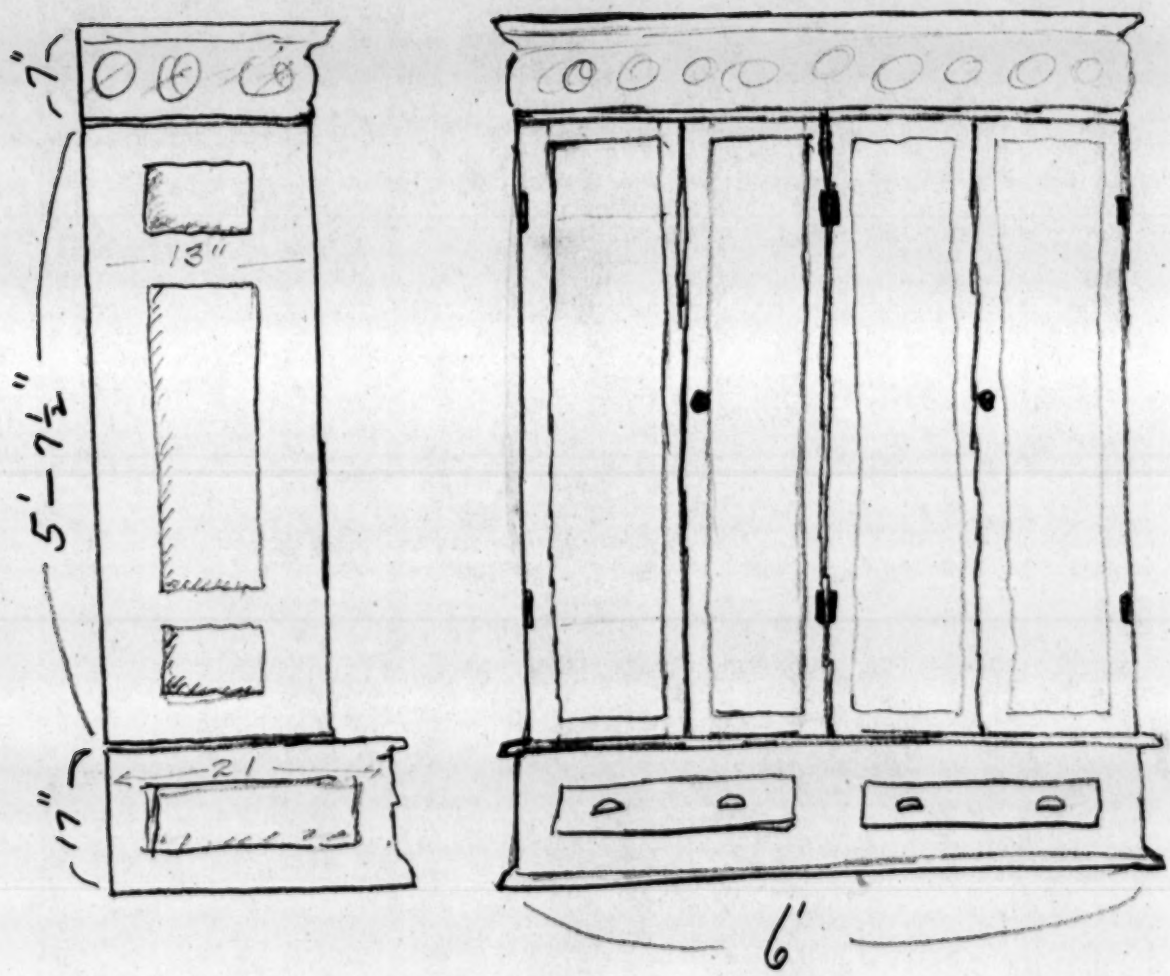
See your No. 53360/10. In the midst of discarded furniture in the carpenter shop at this Station, are two cabinets which must have originally cost above $200.00, and which might be of sufficient service to you to justify their shipment to Washington. They are of oak, excellently constructed, glass-door fronts, and with adjustable shelving. Herewith I enclose a rough pencil sketch to give you some idea of their general character and design. If you think well of having them sent to Washington, please direct that they be fixed up in such manner as I may suggest before being shipped.

John J. Hebert
Immigrant Inspector.

Two double cabinets from

End. view

Front View



" — Inches

' — feet

IN ANSWERING REFER TO
No. 16000/489

Department of Commerce and Labor
IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
APR 13 1914

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

April 11, 1914.

Commissioner of Immigration,
Ellis Island,
New York Harbor.

In compliance with instructions contained in Bureau letter of the 8th instant, No. 53360/10, you are hereby advised as to the original cost of the filing equipment recently transferred from this office to your Station, under Government Bill of Lading No. 4087:

5	card index filing units, Total cost:	$ 26.25
4	U-L letter size drawer filing units, *	88.00
2	sections of (upright letter size) filing cabinets,	35.00
1	stationery locker, double compartment and 2 shelves,	*

* A search of the files at this Station fails to disclose any record showing the cost of this article, so this office is therefore unable to furnish same at this time.

Commissioner.

HMM-JBM.

- -

OFFICIAL COPY respectfully referred to the Commissioner General of Immigration for his information, reference having had to his file No. 53360/10.

Commissioner.

5336 C/10. April 8, 1914.

Commissioner of Immigration,
New Orleans, Louisiana.

4

You are requested to advise the Commissioner of Immigration at Ellis Island immediately as to the original cost of the filing equipment recently transferred from your station to New York. Please furnish this information without delay for the completion of the property records.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 4/8 BY

Acting Commissioner-General.

ROD/JLD

53360/10. April 7, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

In reply to your letter of March 28th, No. 98524/28, you are requested to pack and ship to the Department the 5 cupboards first listed in your said letter. If no tops and bases are available for these cupboards, please have one top and one base made by the Ellis Island carpenters for each stack. This will mean the construction of two tops and two bases and, while the same need not be elaborately made of finished, they should be reasonably serviceable.

Please make the shipment to the Division of Publications and Supplies, Department of Labor, Washington, D. C., allowing the freight charges to follow.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 4/7 BY

Acting Commissioner-General.

ROD/JLD

DEPARTMENT OF LABOR

Memo

Original file with

Mr. O. Donnell

F.B.R.

No. 303
Ed. 1-6-14—400,000

T OF LABOR
SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

0/0

April 4, 1914.

gration,

ired the original cost of the

to Ellis Island from New

our property record. I have

Acting Commissioner.

OF LABOR

RVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

RECEIVED
BUREAU OF IMMIGRATION

APR 6- 1914

360/10

April 4, 1914.

Commissioner-General of Immigration,
Washington, D. C.

On February 20th I inquired the original cost of the filing equipment transferred to Ellis Island from New Orleans, for the purposes of our property record. I have had no reply.

Acting Commissioner.

U/VL

53380/10. April 2, 1914.

Chief, Division of Publications and Supplies,
Department of Labor.

There is transmitted herewith "Office Memorandum of Bill of Lading No. 25[illegible]" same having been returned by the Ellis Island office in response to your letter of March 27th.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 4/2 BY

Incl. 8832.

Acting Commissioner-General.

JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

360
11.0

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

98548/20

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.,

RECEIVED
BUREAU OF IMMIGRATION
MAR 30 1914

March 28,1914.

Commissioner-General of Immigration,
Washington, D. C.

As requested in a letter of the 27th instant, from the Chief,Division of Publications and Supplies, I am forwarding inclosed "Office Memorandum of Bill of Lading No.2504",to facilitate payment of the freight charges.

Acting Commissioner.

Inclosure 4576

Ford Pub & Supplies
4/2/14

File

COMMISSIONER
MAR - 1 1914
ADELAIDE

L

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524/28

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
MAR 30 1914

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 28, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Upon receipt of your communication of the 25th instant No. 53360/10 I had search made for any stationery cabinets or wardrobes which might be available for transfer elsewhere. There are no wardrobes; in fact, we could use some more to advantage.

There are the following cupboards which may or may not be useful elsewhere:

If boxed up these could also if not made leg boxes

2 cupboards, each 42" long, 26" high, 25" wide, like Globe-Wernike 2501 Double R S unit except that each has two adjustable shelves.

3 cupboards, each 44" long, 27" high, 16" wide. Each has two sets of double doors with one adjustable shelf. One recently received from New Orleans.

1 cupboard approximately 8 ft. long, 3 ft. wide, 3 ft. high.
1 " " 6 " " 3 " " 4 " "
1 " " 5 " " 3 " " 2 " "

W.L.

The three last named are not in good repair, and it is doubtful whether they can be placed in shape to stand shipment. However, if you wish them fixed up as well as we can have this done, I shall be glad to ship them and the other five to any point you may designate.

U/VL

Acting Commissioner.

53360/10. March 25, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

Some time ago it was informally learned that there were several large cases, such as stationery cabinets or wardrobes, that were not in use at Ellis Island and might possibly be available for transfer elsewhere. Owing to the fact that the contingent fund of this Department is practically exhausted, with many demands for furniture going unsatisfied, the Bureau is moved to inquire whether or not it is practicable to transfer one or more of these unused cases to Washington for official use. If so, please have pencil sketches made, showing the interior arrangement, size, etc., of the cases that can be spared, bearing in mind that none should be considered except those that are strong and well built so that they may be expected to withstand the journey without impairment of their usefulness.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 3/25 BY

ROD/JLD Acting Commissioner-General.

OFFICIAL COPY respectfully furnished to Immigrant Inspector John J. Heberle, Care of Commissioner of Immigration, Ellis Island, N. Y. H., for his information.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 3/25 BY Acting Commissioner-General.

53360/10. March 13, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

With reference to your file No. 98524/16, authority is hereby granted for you to drop from the Ellis Island property return the following filing equipment, the same having been turned in for use of the Division of Publications and Supplies:

9 - 18-drawer Globe-Wernicke, 3x5, card cabinets 17" depth.

1 - Globe-Wernicke sliding Shelf, 17".

1 - Globe-Wernicke Top unit.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 3/13 BY

Acting Commissioner-General.

JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524/16

360 110 534 78

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

RECEIVED
BUREAU OF IMMIGRATION
MAR 10 1914

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 8, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Adverting to my letter of the 4th instant advising you of the shipment of filing equipment, please note that Government bill of lading No.2506 is herewith transmitted for accomplishment by the Division of Publications and Supplies.

Acting Commissioner.

Inclosure 4569
HR

Turned to Publications
3-11-14 JHS

File

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

Office of
Commissioner of Immigration
Ellis Island, New York Harbor, N.Y.

98524/16.

March 4, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Adverting to your letter of the 5th ultimo, bearing number 53360/10, please be advised that the following filing equipment has been released and will be shipped to the Division of Publications & Supplies, Washington, on Government bill of lading No. 2506, immediately:

Nine	(9)	18-drawer Globe-Wernicke 3x5 card cabinets in the 17" depth;
One	(1)	Globe-Wernicke sliding shelf, 17"
One	(1)	Globe-Wernicke Top unit which is suitable for use on units of either 13" or 17" depth.

This equipment is shipped in three cases numbered 1, 2 and 3 and the B/L will be forwarded as soon as signed and returned by the Penn. R.R.Co.

(Signed) R. F. Sherman
Acting Commissioner

- -

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON

No. 53360/10.

March 6, 1914.

OFFICIAL COPY respectfully furnished to the Chief, Division of Publications and Supplies, Department of Labor, for his information, reference being made to his letter of January 30, 1914.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 3/6 BY

Acting Commissioner-General.

JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524/16

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

RECEIVED
BUREAU OF IMMIGRATION
MAR 5 - 1914

March 4,1914.

Commissioner-General of Immigration,
Washington, D. C.

Adverting to your letter of the 5th ultimo, bearing number 53360/10, please be advised that the following filing equipment has been released and will be shipped to the Division of Publications & Supplies, Washington, on Government bill of lading No.2506, immediately:

Nine (9) 18-drawer Globe-Wernicke, 3x5, card cabinets in the 17" depth;

One (1) Globe-Wernicke sliding shelf, 17";

One (1) Globe-Wernicke Top unit which is suitable for use on units of either 13" or 17" depth.

This equipment is shipped in three cases numbered 1, 2 and 3 and the B/L will be forwarded as soon as signed and returned by the Penn.R.R.Co.

A. F. Sherman

Acting Commissioner.

HR

5336 0/10. February 24, 1914.

Commissioner of Immigration,
New Orleans, Louisiana.

With reference to your letter to the Commissioner of Immigration at Ellis Island, dated the 11th instant, Your Nos. 16000/489 and 16000/144-A, of which an official copy was forwarded to this office, it is requested that you furnish the Bureau with the original cost of these articles of filing equipment. This information is required for the use of the Ellis Island office in taking up the furniture on their property return. It is also requested that the items be referred to as given in your property return so that they may be located and properly checked up by the Bureau.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 2/24 BY

Acting Commissioner-General.

JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524/16

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

RECEIVED
BUREAU OF IMMIGRATION
FEB 21 1914

February 20,1914.

Commissioner-General of Immigration,
Washington, D. C.

Adverting to your letter of the 19th, instant bearing number 53360/10, and other correspondence on the subject, inquiry is made as to whether this office will be advised of the original cost of the filing equipment transferred from New Orleans for purposes of property record.

Acting Commissioner.

HR

53360/10 February 19, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

Referring to letter dated the 11th instant, No. 16000/489, 16000/144-A, addressed to your office by the Commissioner of Immigration at New Orleans, inclosing bill of lading covering the shipment of filing cabinets, etc., to Ellis Island from New Orleans, you are advised that the expenses incurred in shipping the above-mentioned articles are a proper charge against the allotment for district No. 3 and should be taken up in your next statement of liabilities forwarded to the Bureau.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 2/19 BY
Acting Commissioner-General.

FDB

No. 53360/10 February 19, 1914.

OFFICIAL COPY respectfully furnished the Commissioner of Immigration at New Orleans, La., for his information.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 2/19 BY
Acting Commissioner-General.

FDB

IN ANSWERING REFER TO
N 16000/469
16000/144-A

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

RECEIVED
BUREAU OF IMMIGRATION
FEB 13 1914

February 11, 1914.

Commissioner of Immigration,
Ellis Island - New York Harbor,
New York.

In accordance with instructions contained in Bureau letter of the 24th ultimo, No. 53360/10, there are being shipped to you on Government Bill of Lading No. 4087, via the Southern Pacific S-S PROTEUS, sailing from this port today, for your port, twelve (12) crates containing the following articles:

5 card index filing units,
4 U-L letter size drawer filing units, $15.00
2 sections of (upright letter size) filing cabinets,
1 stationery locker double compartment and 2 shelves.

There is enclosed herewith original Government Bill of Lading No. 4087, dated February 9, 1914.

(Sgd) S. E. Redfern,

Commissioner.

hmm-hjb-.
Incl. 8201.

OFFICIAL COPY respectfully referred to the Commissioner-General of Immigration for his information. In view of the fact that this is to benefit the New York Office, it is respectfully requested that the expenses which will be incurred in connection with this shipment be charged to the allotment for District No. 3.

S. E. Redfern
Commissioner.

hjb-.

53360/10. February 5, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

The Bureau transmits herewith copy of a communication from the Chief of the Division of Publications and Supplies, Department of Labor, indicating his ability to use additional filing equipment that may not be required at Ellis Island. It is well understood that the Macey Gold Medal furniture requires no tops, and that portion of the letter from the Division Chief may be disregarded; of course any of these should be supplied with base units if you have them.

You will receive advices within a few days from the Commissioner at New Orleans regarding the shipment from that place of certain Macey units which are no longer required at that station but can be used to advantage at Ellis Island in releasing some of the filing equipment now in use there.

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 2/5 BY R

Incl. 6067.

Acting Commissioner-General.

ROD/JLD

FEB 14 1914
REGISTERED

DEPARTMENT OF LABOR
DIVISION OF PUBLICATIONS AND SUPPLIES
WASHINGTON

RECEIVED
BUREAU OF IMMIGRATION
JAN 31 1914

January 30, 1914.

Commissioner General of Immigration:

In reply to your communication of the 14th instant (No. 53360/10) relative to filing furniture now at Ellis Island, I wish to state that this Division can use several more of the Globe-Wernicke 3 x 5 cabinets of 17" depths, with such tops and bases as may be released. We would also be glad to receive the Gold-Macey 8-drawer units of 5 x 8 card size if there are tops and bases for the same. Should there not be tops and bases, we would not be able to use them, as this office is not in possession of any of that make.

Macey cases require no Tops

I hereby acknowledge receipt of two 1701 3 x 5 units; three 1701 sliding shelf units; one 1701 6-drawer high base, and one 1701 top unit.

Very respectfully,

S. J. Gompers

Chief of Division.

J. Mr O'D
The Chief Clerk's office asked the other day about a 17" G-W base - may be you can accommodate them from

IN ANSWERING REFER TO
No. 16000/489.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW ORLEANS, LA.

RECEIVED
BUREAU OF IMMIGRATION
JAN 30 1914

January 28, 1914.

1

Commissioner-General of Immigration,
Washington, D. C.

The receipt of Bureau letter of the 24th instant, No. 53360/10, is acknowledged and the instructions contained therein will be promptly obeyed. The Commissioner at Ellis Island and the Bureau will be promptly advised when the equipment is shipped.

Commissioner.

JHW-McC.

53360/10. January 24, 1914.

Commissioner of Immigration,
New Orleans, Louisiana.

It is understood that there are several 4-D Macey vertical units with file drawer and 3 x 5 card drawer interiors of the "Inter-Inter" design which are not in use at your station but could be crated and shipped to Ellis Island without detriment to the Service at your port.

You are therefore requested to proceed accordingly as to every one of the units that you can spare, forwarding same by steamer, addressed to the Commissioner of Immigration at Ellis Island, advising him of the particulars as well as sending a copy of such advice to the Bureau for completion of its records. You may at the same time request specific authority to drop these articles from your property return.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 1/24 BY

Acting Commissioner-General.

ROD/JLD

OFFICIAL COPY respectfully furnished to John J. Heberle, Immigrant Inspector, care of U. S. Commissioner of Immigration, Ellis Island, N. Y. H., reference being made to his letter of January 20th.

MAILED 1/24 Acting Commissioner-General.

6-31-76
360-10
13172

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

RECEIVED
BUREAU OF IMMIGRATION
JAN 21 1914

January 20, 1913

Commissioner-General of Immigration,
Washington, D. C.

Bearing upon the Bureau's desire, as expressed by Mr. O'Donnell, to secure some additional Globe-Wernicke cabinets for use in the Department, it occurs to me that there are several 4-D Macey "vertical" units with both "file-drawer" and "3x5-card-drawer" interiors (Inter-Inter design) at the New Orleans station, which could be crated and shipped to Ellis Island where they can be utilized to advantage and enable me to arrange for the shipment of a few more of the Globe-Wernicke units from this station to the Department. I suggest that your instructions cover all of both the card and file cabinets now on hand and not being used there at the present time. It has been my intention to report the matter when opportunity to use them should arise within reasonable shipping distance, and inasmuch as they can be shipped to this station very conveniently by water, I think the advantage accruing to you in Washington would justify the arrangement. Mr. Uhl is of course anxious to assist you further, and I hope to vacate a few more units, but it is very difficult of accomplishment without seriously crippling the local situation at this time, and I am sure you do not wish that, hence the suggestion first-above.

Immigrant Inspector.

53360/10. January 17, 1914.

B

Chief, Division of Publications and Supplies,
Department of Labor.

There is transmitted herewith Government bill of lading No. 2504 covering shipment of three cases of filing equipment shipped you by the Ellis Island office, as per their letter of the 12th instant, copy of which was furnished you on January 14th.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 1/17 BY

Encl. 3276.

Acting Commissioner-General.

JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

13560/10 R

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

98548/20

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

RECEIVED
BUREAU OF IMMIGRATION
JAN 15 1914

January 14,1914.

Commissioner-General of Immigration,
Washington, D. C.

Supplementing my letter of the 12th instant, concerning the shipment of certain filing equipment, there is forwarded herewith Government bill of lading No.2504 covering shipment of the seven items in three (3) cases, marked for Division of Publications & Supplies.

Acting Commissioner.

Inclosure 4559.

53360/10. January 14, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

The Bureau is in receipt of your letter of January 12th, No. 98548/20, reporting the shipment to Washington of a number of Globe-Wernicke cabinets which were in use at Ellis Island. Your action in this matter is approved, and authority is hereby granted for dropping these articles from your property return, in which communication reference should be made to this letter by number.

The Bureau will advise you further in a few days as to the possibility of using some of the other cabinets mentioned in the third paragraph of your letter, although it may now be stated that an additional number of Globe-Wernicke 1701, 3 x 5 units, can be advantageously used.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 1/15 BY

Approved:

Acting Commissioner-General.

EXACT COPY AS SIGNED BY W. B. WILSON
MAILED 1/15 BY

Acting Secretary.

ROD/RHH

53380/10. January 14, 1914.

Chief, Division of Publications and Supplies,
Department of Labor.

Please note the attached copy of letter from the Commissioner of Immigration at Ellis Island in regard to the shipment of certain card index equipment no longer required at that station. It will be noted from the third paragraph of this letter that there are certain other cabinets at Ellis Island which can be spared without detriment, and the Bureau would be pleased to have you indicate what, if any, of these cases can be used to good advantage in the Department.

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 1/15 BY

Acting Commissioner-General.

Inclosure No. 3050.
ROD/RHH

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

~~54360-20~~ 53360-19

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

98548/20

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

RECEIVED
BUREAU OF IMMIGRATION
JAN 13 1914

January 12, 1914.

Commissioner-General of Immigration,
Washington, D. C.

Mr. O'Donnell stated that the Department was very anxious to secure several card cabinets and similar equipment for its use in Washington, which would match those now being used there. I very much desire to respond to the fullest extent possible and am to-day shipping, in three crates, some Globe-Wernicke cabinets, as follows:

Two 1701 3 x 5 units
Three 1701 sliding shelf units
One 1701 6-drawer high base
One 1701 top unit

Every effort is being made to vacate a few others within the next day or two, and it will be a pleasure to send them forward without delay.

I find that our equipment consists of Globe-Wernicke 3 x 5 cabinets in both 13" and 17" depths, and of Gold-Medal 3 x 5 Macey in 17" depth, with a few shelves and tops for each; also one or two bases for the 13" Globe-Wernicke, and if you will say just which of these will best suit your needs, we will, if possible, endeavor to vacate some of that particular style in preference to others.

Further, we have several Gold-Macey 8-drawer units in 5 x 8 card size which can be shipped at once, if you desire them.

Respectfully,

Anne H. Uhl
Acting Commissioner.

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

U. S. DEPARTMENT OF LABOR

IMMIGRATION SERVICE

98524/16

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

NOV 7 - 1913

November 6, 1913.

Commissioner-General of Immigration,
Washington, D. C.

In reply to your letter of the 4th instant No. 33360/10 I have to report that there are no Globe-Wernicke No. 1701 C.I. 35 card index units here which we can spare at the present time. I asked Mr. Heberle to give this matter his personal attention. He has submitted the following memorandum:

> Very recently I thoroughly canvassed this matter about "spare cabinets" and am sure you cannot afford to let any more be shipped elsewhere at present.
>
> We have a few which have been more or less mutilated in making repairs to others, but the acceptable ones are now being used to "turn in" while re-writing the old index.
>
> Very little re-writing has been done for over a year. Indeed current indexing is now about six months in arrears. The exceptionally heavy immigration has contributed largely to this condition, but it is also due to the special contract labor data on which the force was engaged for several months.
>
> This re-writing of the old index is highly desirable for many reasons. It occupies a great deal of unnecessary and much needed space both in the vault and in the old railroad room, requires an extravagant amount of labor in searching, gathers an abundance of dust and soil, and altogether presents a very disagreeable situation to work in. I am told that these searches now number between 5000 and 6000 per month for naturalization and other purposes.
>
> When re-writing can be done only during spare time, very slow progress is made in curing any of these defects. For instance, it is quite impracticable to do it in such a way as to at once vacate "complete" cabinets. To combine the heretofore separated races and fiscal years into one series, maintaining alphabetical and chronological order, results in vacating drawers in scattered locations.

Consequently a large amount of re-writing must be done before we can afford to make a shift of the remaining contents so as to eliminate "complete" units.

I have considered the advisability of recommending the employment of temporary help to do this re-writing and clean it up with expedition -- and this more because of the improved conditions which would result locally than because of any mere economy to be realized in vacating and disposing of the cabinets.

Byron A. Hill
Acting Commissioner.

U/VL

53360/10. November 4, 1913.

Commissioner of Immigration,
Ellis Island, N. Y. H.

11/13 L

In reference to previous correspondence under your file No. 98524-16-414, having reference to the re-writing of the alien index at Ellis Island, the Bureau would like to ascertain whether this re-writing has progressed to such an extent that you could spare say 25 of Globe-Wernicke No. 1701 C. I. 35 card index units for shipment elsewhere. The last correspondence on this subject was about two years ago and it is assumed that a large number of card index units have been vacated by this time. In the event that you can spare the number indicated or any part thereof, the Bureau takes it for granted that it would be possible to have the units placed in good condition, both as to carpentry and finish, before they are shipped from Ellis Island.

Please give this matter your immediate attention and advise the Bureau of the result.

EXACT COPY AS SIGNED BY A. CARMINETTI
MAILED 11/4 BY Commissioner-General.

ROD/JLD

52579-4

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF SUPERVISING INSPECTOR
EL PASO, TEXAS

IN ANSWERING REFER TO
No. 5022/20

April 8, 1912.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Referring to copy of letter from the Commissioner at Ellis Island advising regarding the shipment of filing equipment to this station, you are respectfully advised that this equipment was received, in good condition, on the 2nd instant.

Respectfully,

W. H. Berkshire
Supervising Inspector.

WGH

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53360/10. March 20, 1912.

Commissioner of Immigration,

Seattle, Washington.

S i r :

Referring to your letter of February 8th last, No. 4215-S/3, in regard to the shipment of card index cabinets to your station from Ellis Island, N. Y., the Bureau transmits herewith Government bills of lading Nos. 270, 271, 272, 273 and 274, covering the following shipments:

Laredo, Texas,
3 1701 C. I. 35 unit
1 1701 X top

Eagle Pass, Texas,
1 1701 C. I. 35 unit

El Paso, Texas,
2 1701 X tops
6 1701 C. I. 35 units

Los Angeles, Cal.,
2 1701 X tops
2 1701 S. S. units
2 1701 C. I. 35 units

Nogales, Ariz.,
1 1701 C. I. 35 units

Respectfully,

(Signed) F. H. Larned,

Acting Commissioner-General.

B/JLD
INCL. 1480

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524-16-414

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 16, 1912.

Commissioner General of Immigration,
Washington, D. C.

Sir:

Referring to Bureau letter 55360-10 of Jan. 29th, directing the shipment of filing cabinets, I transmit herewith Government bills of lading Nos. 270, 271, 272, 273 and 274, covering respectively, the following shipments:

Laredo, Texas,
3 1701 C. I. 35 unit
1 1701 Z top

Eagle Pass, Texas,
1 1701 C. I. 35 unit

El Paso, Texas,
2 1701 X tops
6 1701 C. I. 35 units

Los Angeles, Cal.,
2 1701 X tops
2 1701 S. S. units
2 1701 C. I. 35 units

Nogales, Ariz.,
1 1701 C. I. 35 units

All of the above were shipped via Southern Pacific on March 14th.

The "Macey" Gold Medal card index cabinet, 18 drawers, for 3 x 5" cards for Seattle, Washington, will go forward within the next few days.

Respectfully,

G A Baker
Acting Commissioner

AM/JLM
Encl. 2192

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53360/10. February 16, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

S i r:

In reference to previous correspondence and particularly to your letter of January 19th, 1912, No. 98524-16 & B53360-10, concerning card index units, etc., you are advised that information has now been received from the Commissioner of Immigration at Seattle to the effect that he has use for three of the Macey Gold Medal card index cabinets, eighteen drawers, for 3 x 5 inch cards, oak finish. As you have a number of these units out of use at Ellis Island, it is desired that three of them be put in first-class condition and shipped by freight to the Commissioner of Immigration at Seattle, using Government bill of lading. You will drop these articles from your property return and the same will be taken up in due course by the Seattle office.

Respectfully,

(Signed) Danl. J. Keefe.

Commissioner-General.

FSL.

OFFICIAL COPY respectfully furnished to the Commissioner of Immigration at Seattle for his information, reference being made to his letter of the 8th instant, No. 4215-8/3.

(Signed) Danl. J. Keefe

Commissioner-General.

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4215-S/3

February 8, 1912.

Commissioner-General of Immigration,

Washington, D. C.

S i r:

Referring to Bureau letter of the 29th ultimo, No. 53360/10, advising that there are a number of Macey Gold Medal card index cabinets, 3 x 5, eighteen drawers, at Ellis Island which are available for use at other stations, I have the honor to state that I can use three of these sections at this station.

Respectfully,

John H. Sargent.

Actg. Commissioner.

J/H

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53360/10. January 29, 1912.

Commissioner of Immigration,

Seattle, Washington.

S i r:

In the summer of 1911 you advised the Bureau that certain card index and filing cabinets would probably be needed by you during the current fiscal year. Among other items enumerated was one Macey Gold Medal card index cabinet, 3 x 5, eighteen drawers. There are a number of such cabinets out of use at Ellis Island, not being further required in view of certain changes in the system of indexing. These sections are in first-class condition and equal to new. It is not desired to order any such so long as we have them on hand at other stations and you are therefore requested to advise the Bureau as to whether or not you have, at this time, need for one or more of the sections described.

Respectfully,

(Signed) Danl. J. Keefe.

Commissioner-General.

FSL.

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

53360/10. January 29, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

Sir:

Supplementing Bureau letter of this date in reference to certain filing cabinets to be shipped to points in the Mexican Border jurisdiction, you are requested to forward 1 No. 1701 No. 33 C. I. Unit to the Immigrant Inspector, Immigration Service, Nogales, Arizona, this item having been overlooked when the other letter was written. This will make thirteen of this style of unit to be forwarded from your station instead of the twelve originally requested.

Respectfully,

(Signed) Danl. J. Keefe

Commissioner-General.

FSL.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53221/9. January 29, 1912.

Supervising Inspector,
Immigration Service,
El Paso, Texas.

S i r:

In reference to your letters of August 4th, 1911, concerning card index units etc., for various offices in your jurisdiction, the Bureau incloses herewith copy of a letter addressed to the Commissioner of Immigration at Ellis Island, in regard to the shipment of a portion of the equipment required. To complete the quantity of units ordered in your letters above mentioned, the Supply Division of this Department has been requested to place orders as follows:

To Laredo, Texas,
1 2501 H 10 Leg Base.
2 2501 V. L. Units Drop front.

To Tucson, Arizona,
1 2501 V. L. Drop front.

To Los Angeles, California,
1 2501 L. Base.
1 2501 X Top.
2 1701 H 23 Leg Base.
2 2501 S. S. Units.
4 2501 V. L. Units, Drop front.

To Del Rio, Texas,
1 2501 V. L. Drop front.
1 2501 Double S. P. Door Unit.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

No. 33221/7. Washington January 29, 1913.

To El Paso, Texas,
1 2501 M. 10 Leg Bone.
1 2501 Double S. G. Dear.

Respectfully,

(Signed) Danl. J. Keefe.

Commissioner-General.

Impl. 2649.
PSL.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53360/10. January 29, 1913.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Sir:

Referring to your letter of January 19th, No. 98524-16 & 53360-10, and also referring to Bureau letter of August 26, 1911, you are informed that it has been decided for the present to strike out orders for filing cablegrams from Baltimore, San Francisco and Honolulu, but it is desired to proceed at once to supply the demands in the Mexican Border jurisdiction. To do this will require twelve of the 1701 C. I. 35 units whereas in your letter of January 19th you state that only eleven can be spared at this time; it is presumed, however, that you can arrange to increase the number by one so as to avoid splitting the order.

The shipments should therefore be made as follows:

To Immigrant Inspector, Immigration Service, Eagle Pass, Texas,
1 1701 C. I. 35 unit.

To Immigrant Inspector, Immigration Service, Laredo, Texas,
3 1701 C. I. 35 unit.
1 1701 X top.

To Immigrant Inspector, Immigration Service, Los Angeles, Cal.,
2 1701 X tops.
2 1701 S.S. units.
2 1701 C. I. 35 units.

To Supervising Inspector, Immigration Service, El Paso, Texas,
2 1701 X tops.
6 1701 C. I. 35 units.

Department of Commerce and Labor

BUREAU OF

No. 53360/10. IMMIGRATION AND NATURALIZATION January 29, 1913.

Washington

You will be advised later in regard to the Haney Gold Medal unit referred to on the second page of Bureau letter of August 26th, 1911.

All the units should be varnished and put in first-class condition prior to shipment.

Respectfully,

(Signed) Danl. J. Keefe.

Commissioner-General.

FSL.

52579-1

Department of Commerce and Labor

IMMIGRATION SERVICE

98524-16
B53360-10

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

January 19, 1912.

Commissioner-General of Immigration,

Washington, D C.

Sir:

In reply to your letter of the 11th instant in regard to the number of card index units specified in Bureau letter of August 26, 1911 that can be spared from our equipment, I have to advise you that Mr. Junker states he is now ready to surrender eleven of the nineteen required. Regarding the balance, he states he is not in a position at this time to be quoted. It was his intention to transfer the cards from the wooden to the steel cases to meet the requirements of the Department's wishes, but owing to the special work devolving on the typewriting force in his charge--listing Greeks going to the western states and preparation of cards showing destination of North German Lloyd passengers, requiring some five weeks' time--this has had to be deferred.

Respectfully,

AM

Byron H. Uhl
Acting Commissioner.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53360/10. January 11, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

S i r:

In reference to your letter of September 2, 1911, No. 98524/16, the Bureau would like to inquire as to whether the rearrangement of the alien index at Ellis Island has progressed sufficiently in the interval elapsing since your above-referred-to communication was written, to enable you now to spare the number of card index units specified in Bureau letter of August 26, 1911. If you cannot spare them at this time, will you please indicate how soon it will be possible for you to do so, as the Bureau is very desirous of avoiding the purchase of additional equipments of an identical kind when it is a certainty that a large number of these equipments will be out of use shortly.

Respectfully,

(Signed) Danl. J. Keefe.

Commissioner-General.

FSL.

Department of Commerce and Labor
IMMIGRATION SERVICE

98824/16

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

September 2, 1911

Commissioner-General of Immigration,
Washington, D. C.

Sir:

This is in reply to Bureau letter of 26th ultimo, No. 53360/10, regarding surplus filing cabinets. We are unable, at this time, to furnish the 1701 C.I.Globe-Wernicke units asked for. The tops, bases and sliding shelf units could be supplied immediately. We also have the Macey 3 x 5, 18-drawer unit. It needs a little cleaning and varnishing and could be shipped within three or four days.

In explanation of the statement that we are unable to spare the Globe-Wernicke 1701 units at this time, I wish to say that this is due to the fact that the re-writing of card indices has not yet proceeded far enough to relieve them. As yet, not very much has been done with the old index. Employees work on it when current work is not pressing. It is expected that progress will be much more rapid from this time on. We discontinued the purchase of wooden cases about 2½ years ago and since that time have been filing in the steel ones. As a result of this the index cards to manifests of passengers who have arrived since the enactment of the present naturalization laws, are stored in the steel cases. It seemed wise to re-write those before going back to the old records. The Bureau will

appreciate the propriety of this course. After a few months it may be found to be practical to transfer index cards from the wooden cases to steel ones emptied in the mean time.

Respectfully,

N. F. Sherman,

Acting Commissioner.

HBR.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53360/10 August 26, 1911.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Sir:

The Bureau is in receipt of your letter of the 21st instant, No. 98524/16, in which you discuss the general proposition of disposing of surplus filing cabinets which you have on hand. Statements have been obtained from every immigration office in the service as to the probable requirements in the way of filing equipment during the current year and there are now pending before the Bureau requisitions for various supplies of this nature, among which are the following:

GLOBE-WERNICKE No. 1701 C. I. Units, Oak finish.

Cut out for present

Baltimore	2	Laredo	3 ✓
San Francisco	3	Los Angeles	2 ✓
Honolulu	2	El Paso	6 ✓
Eagle Pass	1 ✓		Total 19

GLOBE-WERNICKE No. 1701 X Top

Cut out

San Francisco	(1)	Los Angeles	2 ✓
Laredo	1 ✓	El Paso	2 ✓
			Total 6

OK.

GLOBE-WERNICKE No. 1701 F. Bases

OK

San Francisco (1) Total (1)

GLOBE-WERNICKE No. 1701 Sliding Shelf Units

OK

Los Angeles 2 ✓ Total 2 ✓

There is also pending a request from the Seattle office for one Macey Gold Medal card index cabinet, 3 x 5, eighteen drawer, and it is noted that you have five of the latter on hand but not in use. OK.

What the Bureau would like to know is this: Would it be practicable for you at this time to spare the filing equipment above described, the same to be placed in good condition by your carpenter force and, if necessary, given a coat of varnish, after which the equipments could be shipped to such points as the Bureau might direct. A report in this connection is requested at your earliest convenience, since it is desired to dispose of all the pending requisitions for this class of furniture.

Respectfully,

(Signed) Danl. M. Keefe

Commissioner-General.

WW

Department of Commerce and Labor

1901 C.S. 20 — 1901 x 20 — St. Paul

Balto.	2			
S. F.	3		1	1
Honolulu	2			
Eagle Pass	1			
Laredo	3		1	
Los Angeles	2		2	2-1701 55
El Paso	6		2	

— 19 —

~~Macey G.O. 18 D~~

Macey Gold Medal C.S. Cabinet
3 x 5 - 18 drawer

1

No. 204
Ed. 1-23-11—500,000

Department of Commerce and Labor
IMMIGRATION SERVICE

98524/16

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

August 21,1911

Commissioner-General of Immigration,
Washington, D. C.

Sir:

This is in reply to Bureau letter of July 18th, No.53360/10,relative to filing and index cabinets which may be used to advantage at other stations. Generally speaking nearly all of the cabinets that will become available as the result of Mr.Heberle's work here,are still in use;some of them however,only in a temporary way. It has not been the practice to actually remove surplus equipment of this kind from the offices because of our limited storage facilities and the fact that furniture of any kind so treated is more likely to be damaged than if kept free from dust etc in the offices.

The only kind of cabinets which are or apparently will become available are the 18-drawer,3 x 5,golden oak,typeOf. these we now have 5 of Macey manufacture in fair state and will probably have 12 more during the year. Eventually we will probably have 100 of the same type of Globe-Wernicke manufacture when the progressive scheme now in operation in the Statistical Division shall have matured. Most all of these cabinets are 17" deep. We also have the bases,tops, and slides.

B

It is regretted that more definite data cannot be given as this office shares the Bureau's desire to conserve the allotment and it is desirable to free our office space of all unnecessary equipment. Perhaps it would meet the situation as well if the Bureau would, upon receipt of requisition for such equipment, inquire in each case giving us an opportunity of filling the same. This is only a suggestion, however and if it will better serve you we can make report at intervals.

Respectfully,

Byron H. Hall
Acting Commissioner

HR

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53360/10 August 9, 1911.

John J. Heberle,
Immigrant Inspector,
Boston, Massachusetts.

Sir:

The Bureau acknowledges the receipt of your letter of August 1st, reporting progress in the matter of improving the card indexing processes at both Ellis Island and Boston and has also noted your memorandum furnished to Commissioner Williams with regard to these subjects at his station.

The Bureau is gratified to note the progress that has been made and can readily see that substantial economies will follow the changes, both in the saving of labor and also in the amount of equipment required to carry on the work.

Respectfully,

(Signed) Daniel J. Keefe

Commissioner-General.

WW

53360-10

IN ANSWERING REFER TO
No.

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
BOSTON, MASS.

August 1, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

In the interest of conditions both here and at Ellis Island, I returned to the latter station for a few days work last week. I found the index of arrivals "up to date" and am pleased to say that I was able to start them on the task of re-writing and reforming the old index. This will proceed with some rapidity now in such time as can be spared without allowing current work to go in arrears. Thus far I have been able to complete the frame-work for the letter "C" only. This will permit of much progress in bettering conditions however, even if I am able to return there only long enough to complete one letter at a time. The single letter "C" will engage their time for some months possibly as it is a very heavy one, but the visible improvement will not be so immediately noticeable as if I had been able to complete other letters at this time.

I left a memorandum for the Commissioner's information in which I endeavored to sum up the situation to date. It practically covers my recent report to the Bureau. Work is slow at this port (Boston) through my having to perform so much of the detail machine work myself in the absence of employes able to operate a typewriter.

Respectfully,

John J. Habarde

Immigrant Inspector.

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

July 29, 1911.

MEMORANDUM for the COMMISSIONER:

At a recent conference in the Department I was directed to suspend work at Ellis Island temporarily and proceed to Boston and Montreal etc. I at once proceeded to Boston but returned here during the past week for a few days work which will be treated of later. I was called upon for a report concerning my work at your station. You are of course familiar with it although the following brief summary may be of interest:

STATISTICAL DIVISION.

Between 50 and 60 clerks employed. Nearly half are engaged in matters pertaining to records of arrivals. On December 1, 1910 they were over six months in arrears. (Over 500,000 names) Corrective measures took the form of an unceasing demand for more help. Office space was badly congested. Nearly all of December was lost in constructive work for new system and in absence of employes. Thus in the face of an arrearage of nearly <u>seven</u> months, indexing under new system commenced in January 1911. On May 27th I reported to you that it had been reduced to less than <u>two</u> months. Today it is as nearly current as is possible at present. This "catching up" has been done in spite of fact that several of the clerks

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

have been engaged on other work to large extent since April 1st. Others have been preparing guide cards for purpose of re-indexing the old index under new system. This will be started one letter at a time accordingly as I am able to perfect the subdivisions for each. It is slow and tedious work. I have spent several days on portions of a single letter. I returned here from Boston a few days ago for purpose of completing the letter "C" and which I am glad to say is now in shape for re-indexing. Indeed the work is already under way and will proceed quite rapidly without any delay to current indexing. The old index covers the period from July 1902 to July 1910. The re-writing of it will relieve much of the congestion in Statistical Division offices and vault. I figure that all of the wooden card cabinets can be gradually removed from the vault. A few of the better grade steel card cabinets now on hand will take their place. It will then be possible to construct more shelving in the vault for the volumes of bound manifests. The Bureau will be able to use some of the wooden card cabinets elsewhere. You will have need for some the surplus supply of them for the present but very shortly many of them will be permanently vacated.

ASSISTANT CHIEF CLERK'S OFFICE.

When I commenced here in April they were preparing to order more filing cabinets. The equipment consisted of about $400 worth of modern cabinets and $100 worth of unserviceable pasteboard transfer boxes. These latter were unsuitable and have been removed and given to other uses in the Storekeeper's office. In their stead $120 worth of Weis wooden transfer cases were installed. The consolidation

Department of Commerce and Labor

IMMIGRATION SERVICE

thus made possible results in giving this office a liberal supply of high grade filing cabinets - sufficient for some years to come. Several card cabinets in both 3x5 and 5x8 sizes were vacated and placed in storage. Eight others in the 3x5 size will be vacated gradually as the clerks are able to re-write the entries. The labors of the clerks in this division has been materially reduced and this re-writing should proceed with certainty. Much unnecessary furniture has been removed. Congestion has been abated and an orderly and spacious office results.

OFFICE OF COMMISSIONER OF IMMIGRATION ELLIS ISLAND, NEW YORK HARBOR, N.Y.

REHEARINGS.

When my work entered this office both their filing cabinets and their floor space were badly congested. The vault-room annexed to it was in like condition. The Board records occupied several times as much space as was actually required. Unserviceable pasteboard filing boxes added to the inconvenience of things. The Board records for 1908, 1909 and 1910 were re-bound and filed in less than 1/5th of the space they had occupied. It thus became possible to dispense with a lot of space consuming cabinets and shelving etc. About $50 worth of wooden transfer cases were purchased and installed. They will require at least as much more during the next year. As to this see another special memorandum. Here also most of the office congestion has been abated. There remains plenty of filing space for years to come.

IN GENERAL.

Several different styles of cabinets were in use on the Island. I have shifted them about so as to make for uniformity in

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION

the above offices and in those of the Engineer, Storekeeper and Law Clerk as well.

I arranged to have a large stock of obsolete statistical forms on hand cut up for use as folders and wrappers for filing purposes. This in place of the unnecessarily heavy ones being procured on requisition to the Department.

All changes of the character I have undertaken require additional labor during the constructive process. However the changes have in every instance resulted in lessening the labor requirement. In the Statistical Division a few positions have been entirely abolished. The employes appear to have been absorbed in other work thus far however. In other respects employes are engaging their spare time in reforming conditions generally. At present there is assuredly no need for additional clerical force in the offices to which this report relates. I am well aware of instances in which there is at present an unnecessary expenditure of labor. I realize that it takes time to correct these conditions and prefer to allow them to await the opportunity when they can be adjusted with more ease and satisfaction. As yet I have been able to give them only incidental concern.

I find that you are handicapped with a number of employes whose sphere of usefulness is extremely limited. The requirements of employes generally are varied and at times very exacting. Because of this many are retained for years on routine work of minor character. Their limited ability, education or temperament appear to negative all possibility of their ever doing anything of more importance.

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

These points are very difficult to effectively cover in periodical efficiency reports. Seniority counters merit with lasting bad effect. The organization is large and opportunity for laxness bordering on deceit in the rendering of service correspondingly clear. To get at the facts without destructive argument and contention is a slow process. On this account I am not inclined to raise an issue looking to any actual reduction in the force at present. It may later appear unnecessary to fill such as become vacant through natural causes. (Note)

Thus I have endeavored to acquaint you with the substance of my report to the Department. I am required to leave for other ports now but will be anxious to continue with you from time to time in the future as opportunity permits. This relates particularly to the index of arrivals on which a vast amount of constructive work remains for me to do.

Respectfully,

(Sgd) John J. Heberle

Immigrant Inspector.

(Note) This has reference particularly to the force in Statistical Division.

IN ANSWERING REFER TO
No.

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
BOSTON, MASS.

August 1, 1911.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

In the interest of conditions both here and at Ellis Island, I returned to the latter station for a few days work last week. I found the index of arrivals "up to date" and am pleased to say that I was able to start them on the task of re-writing and reforming the old index. Thiswill proceed with some rapidity now in such time as can be spared without allowing current work to go in arrears. Thus far I have been able to complete the frame-work for the letter "C" only. This will permit of much progress in bettering conditions however, even if I am able to return there only long enough to complete one letter at a time. The single letter "C" will engage their time for some months possibly as it is a very heavy one, but the visible improvement will not be so immediately noticeable as if I had been able to complete other letters at this time.

I left a memorandum for the Commissioner's information in which I endeavored to sum up the situation to date. It practically covers my recent report to the Bureau. Work is slow at this port (Boston) through my having to perform so much of the detail machine work myself in the absence of employes able to operate a typewriter.

Respectfully,
John J. Sebale
Immigrant Inspector.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

DM

IN ANSWERING REFER TO

No. 53360/10

July 24, 1911.

MEMORANDUM FOR THE ASSISTANT SECRETARY:

Believing that you might be interested in reading the report from Inspector John J. Heberle, dated July 13th, showing the results accomplished at Ellis Island in connection with the reorganization of the system of card indexing at that station, I submit the same herewith for your perusal.

Commissioner-General.

Have read it

WW

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

53360/10. July 18, 1911.

Commissioner of Immigration,
Ellis Island, N. Y. H.

S i r:

It appears from a report which has reached the Bureau from Immigrant Inspector John J. Heberle that there may be some filing and card index cabinets at Ellis Island which could be used to advantage at other stations.

You are therefore requested to have this matter carefully gone over and to furnish the Bureau with a list giving the following information as to any extra cabinets which you may have on hand, viz:

Name of manufacturer.
Style of cabinet.
Finish.
Size of drawers.
Manufacturer's catalog number.
Condition.

Requests for filing equipment frequently reach the Bureau from various stations and, in fact, there are some such requests pending at the present time. It would be very desirable to conserve our appropriation by not making any purchases of that nature if there are extra cabinets at Ellis Island.

Respectfully,

(Signed) Danl. J. Keefe.

FSL. Commissioner-General.

IN ANSWERING REFER TO
No.----------

Department of Commerce and Labor
IMMIGRATION SERVICE

360/10

OFFICE OF THE COMMISSIONER
BOSTON, MASS.

July 13, 1911

Commissioner-General of Immigration,
Washington, D. C.

S i r:

Having left Ellis Island temporarily with a view to commencing work in the Boston office, I beg to submit herewith a partial summary of what has been accomplished thus far at New York.

STATISTICAL DIVISION.

There are usually from 50 to 60 clerks in this branch of the Ellis Island organization. Nearly half of them are engaged on matters pertaining to the index of arriving aliens. On December 1, 1910 they were more than six months in arrears. (Over 500,000 names) There had been an unceasing demand for more help. Office space was badly congested. The Commissioner's plans for new buildings cover this. Nearly the entire month of December was lost through absence of employes and occupation of others in constructive work under my supervision. Thus in the face of an arrearage of nearly <u>seven</u> months, indexing under the <u>new</u> system commenced early in January 1911. On May 27th I was able to say to the Commissioner that the entire arrearage had been reduced to less than <u>two</u> months. (See copy of memorandum herewith) Today the work is as nearly current as is possible until I am able to bring about other changes now in contemplation. This "catching up" has been accomplished in spite of fact that I have used from <u>one</u> to <u>six</u>

of the clerks on other work a great share of the time since April 1st. For the past week all of them have been on other special statistical work. In spare time they are preparing guide cards for me so that I hope shortly to start them on re-indexing the old index under the new system. This will be started one letter at a time accordingly as I am able to develop and perfect the subdivisions for each. This is a slow and tedious process. I have recently spent several days on portions of a single letter. The alphabetical guides I installed in December were made up with such haste that this amending and perfecting of them is necessary. The success of the system is wholly dependent upon it. The old index covers the period from July 1902 to July 1910. The present force will be able to do this re-indexing with considerable rapidity and without any delay or arrearage in current work. In effect it will relieve much of the present congestion in the statistical division offices and vault. It will also vacate several thousand dollars worth of card cabinets which can be used elsewhere. Several in both 3x5 and 5x8 sizes are now available.

Names of persons alleging themselves to be citizens have not been indexed during the period in which the work has been in arrears. Much of the trouble in failing to verify landings, I think is due to the fact that aliens frequently secure admission as alleged citizens. I suggest returning to former plan of indexing names of all arrivals.

ASSISTANT CHIEF CLERK'S OFFICE.

Six clerks are employed here. They receive applications on appeal (appeals to Department) and care for the general

correspondence files of the station. When I commenced with them in April they were preparing to order more filing cabinets. Their equipment then consisted of about $400 worth of modern cabinets and about $100 worth of unserviceable pasteboard transfer boxes. These transfer boxes were unsuited to the purpose and have been vacated and given to other uses in the Storekeeper's office. In their stead I recommended the purchase of $120 worth of Weis wooden storage cabinets. This permitted of consolidation and change of system to such extent that additional filing cabinets should not be needed in that office for several years. Enough 18-drawer 3x5 card index cabinets were vacated under the changed procedure to provide eight for the new permanent index and turn as many more into storage. Some 5x8 size cabinets were likewise placed in storage. They cost about $30 each and were purchased for legitimate needs under the old system. Much cumbersome and unnecessary furniture (standing desks etc) was also removed. By this means congestion has been entirely abated and an orderly spacious office results.

REHEARINGS.

In this office applications are received for rehearings in special inquiry cases. The permanent typewritten records of all Board hearings are filed here. Last April the office and filing space were congested to a point where relief was almost immediately necessary in both particulars. The purchase of $50 worth of Weis wooden storage cabinets enabled me to vacate and remove 75% of their filing equipment which consisted in large part of unserviceable pasteboard boxes similar to those heretofore referred to. The Board records for 1908, 1909 and 1910

have been re-bound and filed so that they now occupy only 1/8th to 1/5th of the cabinet space they formerly did. I also changed the practice so that the current Board records are being filed in much less than half of the space formerly required. I think the basic plan of filing them is subject to great improvement. It was impossible to give the time necessary for its development at present, so I suspended after bringing about the improvements noted above. Congestion in the office has been entirely abated. There remains plenty of space for such filing cabinets as will be needed for years to come.

IN GENERAL.

There were several different styles of cabinets in use on the Island and in making changes I was able to shift them so as to bring about uniformity in each office. This covers those of the Engineer, Law Clerk and Storekeeper in addition to those previously mentioned.

There is a large accumulation of obsolete statistical and other forms on the Island. I arranged to have this paper cut up and used as "backers" or "folders" in place of the very heavy manila ones being procured on requisition through the Department.

Nearly all changes in system require some additional expenditure of labor during the constructive process. For this purpose, the regular force has been entirely sufficient without any undue strain. As stated above, I plan using all spare help in the reformation of the old index. Certainly no additions should be made to the clerical force under present circumstances. I have not yet approached the Commissioner regarding my conviction in this respect.

He is handicapped with a number of employes whose sphere of usefulness is very limited. The requirements of employes generally are extremely varied and at times most exacting. Because of this many are retained for years on routine work of minor character. Either their limited ability, education or temperament negative all possibility of their doing anything of more importance. These are points very difficult to effectively cover in periodical efficiency reports. The organization is large and the opportunity for laxness bordering on deceipt in the rendering of service is in some instances quite clear. To get at the facts without destructive argument and contention is a slow process. On this account I am not inclined to raise an issue looking to any actual reduction in the force at present - other than such as may occur voluntarily or through natural causes.

Respectfully,

John J. Eberle

Immigrant Inspector.

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.
May 27, 1911.

MEMORANDUM FOR COMMISSIONER:

Two TYPEWRITERS for Chief Clerk's Office: One of the new Smith card machines requisitioned for will replace an old style Remington heretofore used for indexing but positively unsuited to the new system. That it is unsuited to the work is patent, and the superiority of the Smith for the purpose has been conclusively demonstrated by results in the Statistical Division.

The second machine will be used in writing the 3 x 5 record cards which will supersede the 5 x 8 pen-written record cards. The latter cards and cabinets will be discontinued. The new scheme and equipmentwill consume but a small portion of the space give to the old, and the expense will be limited to the purchase of this typewriter. The cabinets on hand will suffice for years by reason of the change of system.

This and other expense involved in making the changes we are undertaking is but a fraction of the actual saving annually effected thereby. I am restricting it to necessaries only.

Speaking generally of the improved conditions which have resulted in the Statistical Division and in support of the requisition for typewriters, it may be interesting to learn that the six months' arrearage existing last December 1st has already been reduced to two months. In fact the work is so nearly current that it is becoming necessary to devise some means of making the manifests available sooner. Otherwise indexing will have to be at times suspended awaiting binding of the manifests. Of course, reduced immigration has assisted in this, but I think not more than enough to offset the low speed occasioned through the operators' unfamiliarity with the new system. Indeed it is yet to be developed and improved. I think it will be desirable to return to the plan of indexing all arrivals, including those landed as alleged citizens. Much of the trouble experienced in verifying arrivals may be attributed to failure to do so. It was discontinued when the arrearage began to accumulate under the old system. These points are mentioned here only incidentally. They will be raised later as independent questions: In this place they serve simply to suggest that eventually we will be able to show great economy and improvement through the change of system, and these typewriters are an essential in bringing it about.

Hrhule

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

NO. 53371
74

SUBJECT:

CONTINUED UNDER

53371
74-a

SCREENED
DATE: 2-13-28

HEREAFTER

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

25968

December 5, 1914.

RECEIVED
BUREAU OF IMMIGRATION
DEC 7 - 1914

Commissioner-General of Immigration,
Washington, D. C.

I beg to enclose an article written by one of the employees at this station, Mr. John F. Mann, who contemplates placing it for publication if possible. I transmit this to you in accordance with the requirements of Bureau circular letter No. 53371/74 of November 5, 1913. Please advise me whether Mr. Mann has your permission to have this article published.

Acting Commissioner.

Inc. 35487
FCH/VL

12/9/14
Mr Caminetti

No

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

December 5, 1914.

RECEIVED
BUREAU OF IMMIGRATION
DEC 7 - 1914

To the Honorable, The Secretary
Department of Labor,
Washington, D.C.
(Through Official Channels)

I respectfully submit the attached article in accordance with the provisions of Bureau letter 53371/74 of October 3, and November 5, 1913, and request permission to use it for publication.

John F. Mann

Immigrant Inspector.

COMEDIES AND TRAGEDIES
AT
ELLIS ISLAND.

The characters in the comedies and tragedies in real life at the Ellis Island Theatre do not rely on artificial stage settings for results as is done by professionals, neither do they respond to curtain calls.

What could be more beautiful than the setting of the stage on December 31st, 1912? The steamer Touraine is coming slowly up New York Harbor; Cipriano Castro, ex Dictator of Venezuela, is pacing up and down her saloon deck in all the dignity of his five feet, one inch (including a silk hat); he gazes eagerly at the sky-scrapers in the lower section of the city; in which one of these lofty towers will he soon be arranging to finance an expedition to regain his former place and power? But his reveries are disturbed:- A Government tug bearing the pennant "U. S. Immigration Service" comes along side and he is directed to go on board. His effects are quickly transferred and he is en route to Ellis Island, not as a conquering hero or a distinguished statesman, simply as an alien to be examined concerning his right to land in the United States. The Medical Officers are quite thorough in their scrutiny for he has recently undergone a delicate operation, however, this ordeal is nothing to him when compared to the inquiry before the Inspectors. They inquire as to his financial status which has suffered severely since his income from Venezuelan sources has been discontinued, whether he has any visible means of support during his stay here; as to his moral fitness to enter , how does he explain concerning his numerous concubines and thirty or more illegitimate children; did he send the famous telegram to which his name was signed directing the "removal" of his enemy, General Parades. On account of his refusal

to answer certain questions and to satisfy the Inspectors that he is "clearly and beyond a doubt entitled to land", he is excluded and ordered to return to the country from whence he came. By a curious whim of fate one of his guards during his detention formerly served in the United States Navy and smilingly relates how he once stood at attention as one of the "side boys" at the gangway of an American battleship when Castro, as President of Venezuela, made an official call on the Captain of the ship then lying in a Venezuelan harbor, at which time Castro was received with the usual courtesy due the ruler of a friendly nation. Although Castro was released on a writ of habeas corpus he left the United States after a short stay.

This was in the nature of a comedy as contrasted with many of the poor mothers whose cases are never printed but whose children contract diseases in the concentration stations abroad or on shipboard, and the husband and father waiting to welcome them finds only one or two, or perhaps none at all, of the family of little ones who embarked with their mother to join him in the new home. The grief of such bereaved parents needs only to be seen to be appreciated, yet comparatively few of these cases ever reach the ears of any outside their immediate relatives and friends. Only an official record "buried at sea" or "removed to contagious disease hospital"-"died", remains with the memory of the stunned but patient parents keeping up courage in spite of misfortune and in the hope that all will yet be well in the new land of promise; that these bereavements are only another part of the sacrifices they must make to become a part of the new country. (Extract from a speech of Hon. John L. Burnett in the House of Representatives, June 19th, 1912, "A report a few years ago made by the Immigration Commissioner at Ellis Island, showed that in one year over fifteen hundred children had come in at that station afflicted with Scarlet Fever amd Measles, and that many

of these diseases had been contracted on the trip; that two hundred and five had died on the passage, and the greater number of them was on account of the insanitary conditions of these steamships!)

Or it may be that the welcoming father, who has spent five or six years in preparing the new home, is joined by his wife and the children number more than when he left of than he had ever heard about and he finds his wife has been unfaithful during his absence. Will he accept as his own to care for and support a child which his wife tearfully and shamefully confesses is illegitimate? These cases are not at all rare and must be decided each on its own merits. If the husband decides he will not accept his wife but wants his own children, and not the others, then the question arises as to who is to give a mother's care to them if they are admitted and the mother deported with her child of shame. The usual result is that the husband finally decides to take them all, forgive and forget, and go to some community where no one is any the wiser.

In one instance a man and wife saved and planned for six years to come to the United States. He was a mechanic; they had two small children, so it was agreed that he should come first, , prepare a home, save some money and then send for the family. He left, and the story is best told by the wife who arrived about two years later with the children. She had learned that her husband had been planning with the wife of a neighbor for the three months previous to his departure and that they came here together as man and wife, continuing these relations for about six months, during which time he sent his wife no money and very little news concerning himself. The wife, abroad, did washing, working at home during the day and scrubbing offices at night after the babies were in bed and mornings before they awoke. After he tired of his paramour, was disgusted with himself, he wrote all the facts to his wife, at the same time

sending her some of his savings. His wife, satisfied of his repentance, and that he had cast off his former companion, decided to join him but one of the children was taken sick, which delayed their departure until they finally were able to join him nearly two years after he arrived. He met them, and after acknowledging all his faults and sins, there was a tearful but joyful reunion in which the children took part but were fortunately ignorant of the principal circumstances.

The young girl who has been led astray and who comes here to hide her shame among strangers stands very little chance of being landed as the matrons are always on the lookout for just such cases, and unless the cause of her misfortune (the man responsible for her condition) is here and marries her, she is pretty sure to be deported. Not long ago a man coming over from Europe met a girl in a delicate condition on her way here to join her lover. This man suggested to her that to avoid detention he would pose as the intended husband, agree to marry her and then, after landing, she could go her way and he his. This story was told at Ellis Island, but, when he discovered that the marriage would be performed before landing, he had to admit that he had a wife in England from whom he was separated but he was in contempt of court for not supporting her and a warrant had been issued for his arrest. He was ordered deported. The girl was met by her true lover, married and allowed to proceed with him to his home where they were living happily when last heard from.

Then there are the near tragedies like that of an ignorant, helpless, illiterate Italian woman whose only child, a married daughter living in the United States, sent her mother a ticket to New York, some money to show on her arrival, and carefully enclosed in the same letter her own address in the United States. The neighbors in helping the old lady get started, took the address, pasted it on the outside of an

envelope and mailed it to the daughter, saying "Your mother is coming", no date, ship, or route given. The old lady landed at New York knowing only that her daughter was in "America", of states, counties or cities she knew nothing. Fortunately the daughter was located in Pennsylvania, through the efforts of an Immigrant Aid Society.

These Societies do a great deal in such cases to smooth the pathway of the new arrivals. Some of the Societies are supported by voluntary contributions, while others receive the support of different foreign governments.

p.8. (From Abstract of the Report of the Immigration Commission on Immigrant Homes and Aid Societies):- "At Ellis Island, in the calendar year 1907, over 14,800 immigrants were discharged to missionaries and representatives by the New York discharging division. As the Commissioners of Immigration and the boards of special inquiry also discharged immigrants, these figures do not represent the total number placed in the care of immigrant homes and aid societies. One home provided 5,378 men, 1,820 women, and 60 children with board and lodging in 1907, and of this number 922 men, 1,062 women, and 34 children were intrusted to the home by the immigration authorities.....

p.10 "When an agent of the Commission attempted to compile statistics of the number of immigrants discharged to the missionaries and homes and the number of immigrants reported upon by certain of the homes, it was found that these reports were very incomplete. Of 4,400 immigrants discharged to one home less than 3,100 had been reported upon by the home leaving over 1,300 immigrants unaccounted for. The fact that the reports of the missionaries and homes were incomplete was made known to the immigration authorities at this

station, and a system of checking up was established January 1, 1908, by which the authorities ascertained whether or not all of the immigrants discharged to missionaries, representatives, and homes were reported upon, but no effort was made to ascertain the truth of the information contained in the reports themselves."

p.11 "The Commission's investigation of these institutions covered a period of nineteen months (August 1,1907, to March 1, 1909). One hundred and two immigrant homes and aid societies were carefully examined and reported upon. Of this number, 58 assisted immigrants or specific classes of persons which frequently included immigrants, but did not maintain homes, and 44 maintained immigrant homes or homes in which immigrants or specific classes of persons which sometimes included immigrants were accommodated. In addition to these homes and aid societies it was found necessary to investigate a certain number of employment agencies. After taking charge of an immigrant the home or aid society has frequently to assist him to secure work. Some of the societies and homes themselves maintain employment agencies for this purpose, while others merely direct the immigrant to certain agencies, In order to ascertain the degree of care exercised in placing immigrants in employment the character of 25 of these agencies the majority of which were operated in connection with immigrant homes or aid societies or were recommended by representatives of homes and societies, were investigated."

p.18 "It has been explained that one feature of the investigation of each home was to have one of the Commission's women investigators go to the home and ask the manager or other member of the staff to supply her with a girl for work as a servant in an alleged "sporting house" or "fast house". Of the total number of homes investigated by the Commission only about one-sixth refused to place girls in such immoral surroundings. One-half of the homes actually supplied the girls asked for. Some of the homes said that they had no

girls at the time, but they would be glad to supply the demand later. A few said that they had no girls and advised the investigator to go to some other home or to an employment agency."

Some of the managers supplying girls for alleged "Sporting houses" urged the girls to do just what their mistress told them to do and to try to give satisfaction. One woman manager said that the Lord had probably sent the girl supplied and the woman employer to the house at the same time, and added that she supposed the latter's "house" was all right. The Investigator replied that her house had "never been raided" and was "well protected by the police"; whereupon the manager said that sometimes there were "temptations", and she hoped that the girl would get along all right. One woman manager advised the girl to shut her eyes to the things she did not like, and said that unless things were very bad she did not wish to see her back at the home again within six months. Another told the girl that there would probably be many men around the woman's house, but she should not pay any attention to them; and added that, in her own opinion, it was the girl who always made the first advances. A few of the managers told the girls to return if they did not like the places to which they were sent."

In order to ascertain the degree of care exercised in this respect by aid societies which did not maintain homes, 21 missionaries and representatives of such societies were asked by one of the Commission's women investigators to supply her with a girl for work as a servant in an alleged "sporting house" or "fast house", which was "well protected by the police", and had "never been raided". Seven men (three of whom were or had been clergymen) and four women supplied the girls; one man made every effort to do so

but the girls refused to take the place; one woman agreed to furnish girls, but failed to do so; two men said they could not supply girls, but one of them gave the name and address of a girl who might be secured, and the other directed the investigator to an employment agency which he said would supply the girls. One woman said she understood the applicant's "house" was immoral, and that it would be on her conscience if she sent a girl to such a place. When offered $10, the woman said that the society was expected to get places for the girls free of charge. The investigator then remarked that money was a good thing, whereupon the woman replied that if the money was put in the form of a present she would take it. Only two men (one of whom was a clergyman) and three women refused outright to place girls in such employment. One of the three clergymen who supplied girls, made immoral proposals to the girl supplied (an employee of the Commission, who had asked the clergyman to help her get a situation), explained to her the bad character of the house into which he was sending her, and said that he would come to see her that night."

p.20 "Since the investigation was made the Commissioner of Immigration at Ellis Island has taken vigorously in hand the question of immigrant homes and societies, has verified many of the Commission's conclusions by later independent investigations, and by vigorous action has stopped many of the most flagrant abuses. In several cases he excluded representatives of the homes from the station till complete reformation had been secured. The homes are now regularly inspected, official escorts to their destinations in the city are furnished at nominal rates to immigrants needing them , and conditions are greatly improved."

It should not be assumed that the great majority of immigrants are of the undesirable class for probably 60% are desirable. Usually about 10% of the new arrivals are held for special inquiry and approximately 2% were deported in 1912, that is 16,057 were deported out of 838,172 arrivals.

The procedure on arrival is for the alien first to pass two surgeons of the United States Public Health Service. The first one looks them over carefully for outward signs of deficiency, scalp disease, chronic inflammation of the glands of the neck, goitre, or any defect of hands or feet. The second surgeon turns up each eyelid in search of Trachoma, a dangerous contagious disease of the eye. If any defect whatever is noticed, the alien is conducted to the inner examination room where they are undressed and thoroughly examined for any evidence of disease. Those showing evidence of any contagious disease are at once removed to the hospital, also those mentally deficient. After tne medical examination is completed the aliens go before the immigrant inspectors who either admit them or detain them. Those held for special inquiry, after a hearing before the board, composed of three inspectors, are either admitted or excluded. If excluded by the board they have the right of appeal, except in certain specified cases, to the Secretary of Labor who either sustains the board's decision and orders the aliens deported, admits them conditionally under bond, or admits them unconditionally.

Some interesting mental cases are discovered. One alien when asked "How many legs has a horse?", answered, "Eight", and when directed to explain, said, "Two in front, two behind and two on each side." Another was given the problem of

adding 2, 3 and 4 was unable to do so. Then he was asked "If you had two horses, three cows and four sheep how many animals would you have?", to which he replied, "Oh if I were as rich as that I would never have come to America." Another was asked to describe a horse or a cow but could not for the reason he had never seen one. He gave accurate descriptions of donkeys and goats with which he was familiar. In these cases of mental observation it is of great importance that the interpreter should translate exactly what the alien replies to questions asked by the examiners. One interpreter who failed to comprehend the importance of this fact would invariably respond (after a long conversation with the alien), "He says nothing". On one occasion the alien was very despondent and the medical officers instructed the interpreter to try and cheer the alien up, and joke with him; as the surgeon could not perceive any signs of amusement on thepart of the alien he asked the interpreter, who was also a very solemn person, what he had been saying to the alien. The interpreter slowly responded, "I say to him, Let us be joyful."

It is difficult to draw the line of demarcation between imbeciles and feeble-minded, both of which are among the mandatorily excluded classes, especially in the case of children under six years of age. Idiots, who are also excluded, are not difficult of detection and very few arrive. Where there is any chance for doubt or argument as to the mental status of the child and the parents, or one of them, are already in the United States, strenuous efforts are usually made to land the alien.

A case in point recently happened where the relatives of an arriving alien secured the services of an alienist of national fame who certified that the alien "was not an imbecile within the meaning of the immigration law", although he had been so certified by the Government physicians. The alienist was invited to certify what the mental condition of the alien really was, instead of what it was not.

On account of the vast sums now being spent for the care of the insane in our public institutions, and the mentally defective children in the public schools, this phase of the immigration question is receiving much attention at the present time.

The State of New York annually deports several hundred of insane aliens at the expense of the taxpayers, thereby preventing the aliens from being further burdens, as it is much cheaper to send them back to their native countries than to keep them as public charges for the rest of their lives.

The Government may order deported, at the expense of the steamship company which brought them here, "aliens who become public charges from causes existing prior to landing within three years after their arrival. Many cases are found, however, of insane aliens who are placed in public insittutions but their relatives defray the expenses until after the three year limit has expired, when they cannot be deported, and then refuse any further payment thereby making the aliens public charges perhaps for the rest of their lives and this after only three years residence in the United States. An interesting case happened when a man was deported from

Ireland who claimed he was a citizen of the United States and that his name was Jones, although his deportation order from Ireland was issued in the name of Brown. At Ellis Island he insisted that he had left the United States only a few months previously on the same steamer as the one on which he was deported, in the steerage, as an American citizen under his correct name-Jones. Investigation showed that Jones of the date mentioned was manifested on the steamship named as an Irishman, in the steerage, while the cabin list showed a Mr. Brown who was an American citizen. He finally admitted that he had been an inmate of a public hospital for the insane; while there he learned that insane aliens were deported; he desired to take a sea voyage and convinced the authorities that he was Irish; accordingly he was deported as an alien, while a keeper-Brown, was sent along in the second cabin to look out for him and a few other mild cases, all of whom were placed in the steerage. When he arrived in Ireland he had no money, nor friends nor any place to go, and after working at various odd jobs, was arrested as a vagrant. As he had never before been in Ireland he now desired to return to the United States, but knowing the ship's record showed him as Jones, an Irishman, he took a chance that Brown, the keeper, was listed as an American and declared that his name was Brown. The record was verified and he was deported to the United States by the British authorities as Brown, an American citizen. He was detained at Ellis Island until he proved beyond a doubt that he was a native born citizen of the United States, after which he was released as the immigration laws refer to aliens only.

Our immigration laws are much more widely known in Europe and Asia than at home. There is a special clause in the law referring to children under sixteen years of age unaccompanied by one or both parents. Such children, neither parent being in the United States, are admissable only under rules prescribed by the Secretary of Labor at Washington. This is known very thoroughly in Greece, as it was aimed primarily to break up the practice of buying and selling Greek boys for use in shoe shining and hat cleaning establishments in the large cities, where these boys were held in bondage by padrones who gave them only a very small share of their earnings, pretending to send the rest home to the boy's parents but really appropriating it to their own use. Yet the boys are anxious to come and try to evade the law by claiming to have parents here. One Greek boy wrote to his uncle in a western city, saying, "I am coming as your son Demetrios, help me to land." His uncle sent the boy's letter to Ellis Island with the explanation that he was an American citizen, well established in business, and desired to receive and care for the boy but wanted all the facts known to the authorities. When the boy arrived at Ellis Island, he was confronted with his own letter, his uncle's letter was translated into Greek for him, but for fourteen days he strenuously denied that he was the person referred to and insisted that his father was in the United States. Investigation showed that the boy's father was dead and the facts were as the uncle had stated; this was finally admitted by the boy, and the old Spartan training being taken into consideration, he was finally admitted.

It is but natural that persons together on board ship should try to help each other to land, although it is forbidden by law to aid an alien who is not duly qualified to enter the United States. A young American, of Spanish parentage, found this out to his sorrow. He was in the steerage with several Italians who he could converse with fairly well; one Italian asked him for a loan of one hundred Lires (about nineteen dollars); he did not comply with this request until after the Italian had been examined by the Inspector and had been unable to show any money. As the Italian passed on his way to the detention room he said to this American,"You see I am detained, now let me have the money, I will be released, will meet you on the boat going to New York and return your money." The money was passed but the Italian was not released so the donor came back, explained to the officers what he had done and asked that the money be returned to him. The Italian refused to give back anything, saying the money was his own but he had neglected to show it to the Inspector as he was confused and excited at the time of his inspection. While the officers had little doubt as to whom the money belonged, they were not authorized to take it from him by force, he was deported with the money and the young American could only charge that amount up against experience in dealing with strangers aboard ship.

Stowaways give a great deal of trouble to both steamship and immigration officers as they are practically always undesirable and not eligible to land. A Syrian once hid in the coal bunkers of an English ship at Alexandria, Egypt. Tons of coal were piled in before he could make himself heard by pounding on the sides of his prison which happened to be so built that he was not crushed or smothered. His pounding

was heard by the First Officer of the ship who directed the crew in their labors to release him. After several hours he was brought out more dead than alive. As the ship was then at sea he continued on board and on arriving at New York was turned over to the Immigration authorities. Being penniless, friendless and diseased, he was excluded and deported on the same ship which brought him-here.

As many as twenty-four stowaways have been found on some steamers where they were secreted with the connivance of members of the crew who generally receive for these services an amount equal to, or exceeding, the regular price of passage. On one ship practically all the crew, including the Master of the vessel, were arrested for thus smuggling aliens and the government collected in fines and bail forfeited, over $40,000 besides imprisoning fifteen of the crew. Needless to say this caused something of a reorganization of their service and delayed the sailing of the vessel until the Master and part of the crew were released on bail.

Affidavits received by aliens from their relatives in the United States to facilitate their landing, when drawn by ignorant notaries unfamiliar with English, cause considerable amusement and much effort is needed to decipher their real meaning. One affidavit received says that, "The undersigned being duly sworn, deposes and says that he will care for the said detained aliens both now and in the hereafter." Another guarantees that "He will support his said relatives for all time to come."

Both failed to state however, in just what manner, or how well qualified they were to carry out their agreement. Another states that the Affiant is "A respectable man, never known to be bad or any other mistshif and if his said son is

permitted to land he guarantees it will never become a public charge and she will send her to school until he reaches the age of sixteen years".

Instructions received as to the desired disposition of new arrivals are complied with so far as practicable but letters received similar to the following leave the officers in a quandry as to just whatis desired: "To the Genel Superintendt Bateri, sir, i em askin wery mach ef etkem Geryl from olkontry Tu Ellis Hisland on this name Waronika Neszukaitis Sky at Komyn Byfar on thys address Adolf Garubowski, Falriver end I am checht Thistem neder adres Gywhar Tyket on This adress Nodziezy." The alien was sent to Passaic, N. J.

An alien destined to Farroceve, was sent to the correct address, namely, Far Rockaway and one who showed an address "mai Denlen Street" found his friends on Maiden Lane. "Docsven" was found to mean Dutchess Avenue. "Sciozzali" proved to be Schutts Alley and "Psywij", Pacific Street.

Katerzyna Krzyzanowska was a Pole and stammered but Constantinos Anginacharastachakis, a Greek, fortunately was not so afflicted. Stanislaw Czyz pronounced his name "siss".

One alien was discharged to an Immigrant Aid Society who obtained employment for him on a farm. He soon tired of the monotony of farm life and returned to New York where he took a position in a small East Side tailor shop, sleeping on the floor to save room rent. One hot summer night he left the shop and went out in the park nearby leaving most of his clothes behind him. He slept well on the park bench and awoke about 6:30 A.M. to find himself the center of amusement of a crowd, with whom he was unable to converse.

A policeman arrested him, borrowed some clothes and arraigned him in court. The court interpreter explained the case to the Judge, the alien was again turned over to the Society where he obtained another position on a farm without taking the trouble to hunt up his clothes in the tailor shop where he had left all his savings, amounting to sixty-five cents.

Sometimes an effort is made by aliens and others to transform the Immigration Service into a Court of Domestic Relations.

Two women of some means, one a widow the other living with her husband and family, in New York City, were induced by one "Rosa", a frequenter of East Side Cafes, to go with her to South America ostensibly to open a dress-making establishment. The widow took all the money she had; the married woman took all her husband's money from the Savings Bank, a joint account of about six hundred dollars, and they embarked for Buenos Ayres. When the ship arrived at Rio Janiero, Rosa suggested that they go ashore and wait for the next so uthbound ship; she conducted them to a lodging house where they took rooms, but during the evening, much to their astonishment, some men were ushered into their rooms. They repulsed these overtures and the next day called on the American Consul for aid and advice. As they could not show any proof of citizenship he told them where they could find respectable lodgings but he could not act officially in their behalf. They moved to new lodgings that happened to be in the line of fire from the battleships in the harbor which the Brazilian mutineers had seized and from which they were shelling the city. This necessitated a further removal about five miles inland where they impatiently awaited the

first ship bound for New York. On their arrival at New York the husband called, showed his citizen's papers and demanded that his wife return to him the money she had taken without his consent. He did not care to receive her, but she was discharged as a citizen and left with him. In a few moments she came back saying he had taken the money from her by force and the officers must see that he returned her share. They were directed to the civil courts. The widow was cared for by her children who however thought she was old enough to know better. All concerned gained valuable experience.

The danger of printing half-truths was plainly shown in an article in the press sometime ago to the effect that a young Syrian woman had arrived here to join her intended husband; that she was prevented by the Immigration Officers from marrying him and becoming despondent committed suicide. The truth was that the man she intended to marry was already known to have at least one wife, he had sent for her to make her a white slave and of course she was not allowed to marry him. Her despondency and resulting suicide was caused by her learning the real reason of his sending for her and the fate of the others who had fallen into his clutches.

Not all of the girls brought here for immoral purposes are ignorant of their probable future careers . One girl who was arrested after entry wrote such a tearful and apparently earnest appeal to the authorities to be allowed to marry her procurer, who was an American citizen, she promised so faithfully to reform and lead a respectable life that as she was in the early twenties shewas allowed to marry him. This automatically made her an American citizen not ammenable to the Immigration Laws. Two days afterward he came to the office reported that she ahd left him andgone back to the

streets soliciting. She appeared the third day and demanded his arrest for bigamy as he had a wife living at the time he married her. Her marriage being void she was again arrested as an alien and he was prosecuted as a procurer.

A Greek who had shot his brother, successfully evaded the police in his native country and entered the United States under an assumed name, was arrested on a warrant issued by the Secretary of the Department of Commerce and Labor. He was given a hearing according to law and ordered deported. His lawyer obtained for him a hearing on a writ of habeus corpus and the case was finally carried to the United States Circuit Court of Appeals. This court dismissed the writ and he was deported although one of the three judges filed a dissenting opinion to the effect that the alien's hearing before the Immigration Inspectors was improperly conducted. This judge objected particularly to the question asked by one of the Inspectors at the hearing, "How many times did you attempt to shoot him?", the answer,"Never any more except that time." He took the position that this did not involve the admission by the alien that he had committed a crime or misdemeanor involving moral turpitude, although the testimony showed that the person shot was asleep in bed at the time the shooting occurred. This judge also took the position that the alien's entry under an assumed name was not in violation of the law; in both of these points he was overruled by his two colleagues and the alien was deported.

Two Syrian children, aged about ten and twelve, arrived at Ellis Island claiming to be brother and sister and destined to their parents. When the witness who called for them was sworn he said in addition to the oath. "I will tell the truth." His testimony showed that the children had been advised at

Marseilles to tell a false story, although by doing so they made their own case more difficult. They had not even given their correct names, were not brother and sister, had given incorrect data as to their ages and neither of them was really destined to their parents. Such instances convince the Officials that a great deal of the false testimony given is done so by reason of bad advice from so-called friends.

The following story has been told:

An Irish girl who came over in the steerage had the misfortune to lose all her letters of recommendation on the way over. She confided her troubles to her brother who met her on arrival. He consoled her by saying that he had a friend who could write on the typewriter and they would arrange everything for her. So he and his friend conferred and sent the new arrival out to seek a position armed with a certificate as follows:- "To Whom It May Concern, Bridget McCarthy had a fine reputation when she left Ireland but she lost it on the ship coming over."

After reading about steerage conditions as described by the Immigration Commision report it is not strange that a girl should lose her recommendation, or even her reputation, on the journey across.

Some extracts are given from a "Partial Report on Behalf of the Immigration Commission on Steerage Conditions."

p.4 "The old-type steerage is the one whose horrors have been so often described. It is unfortunately still found in a majority of the vessels bringing immigrants to the United States. It is still the common steerage in which hundreds of thousands of immigrants form their first conceptions of our country and are prepared to receive their first impressions of it. The universal human needs of space, air, food,

sleep, and privacy are recognized to the degree now made compulsory by law. Beyond that, the persons carried are looked upon as so much freight, with mere transportation as their only due. The sleeping quarters are large compartments, accommodating as many as three hundred, or more, persons each. For assignment to these, passengers are divided into three classes, namely, women without male escorts, men travelling alone, and families. Each class is housed in a separate compartment and the compartments are often in different parts of the vessel. It is generally possible to shut off all communication between them, though this is not always done.

The berths are in two tiers, with an interval of two feet and six inches of space above each. They consist of an iron framework containing a mattress, a pillow, or more often a life preserver as a substitute, and a blanket. The mattress and the pillow, if there is one, are filled with straw or seaweed. On some lines this is renewed every trip. Either colored gingham or coarse white canvas slips cover the mattress and pillow. A piece of iron piping placed at a height where it will separate the mattresses is the "partition" between berths. The blankets differ in weight, size, and material on the different lines. On one line of steamers, where the blanket becomes the property of the passenger on leaving, it is far from adequate in size and weight, even in the summer. Generally the passenger must retire almost fully dressed to keep warm. Through the entire voyage, from seven to seventeen days, the berths receive no attention from the stewards. The berth, six feet long, two feet wide and with two and one-half feet of space above it, is all the space to which the steerage passenger can assert a definite right. To this thirty cubic feet of space he must, in a

large measure, confine himself. No space is designated for hand baggage. As practically every traveller has some bag or bundle, this must be kept in the berth. It may not even remain on the floor beneath. There are no hooks on which to hang clothing. Every one, almost, has some better clothes saved for disembarkation, and some wraps for warmth that are not worn all the time, and these must either be hung about the framework of the berth or stuck away somewhere in it. At least two large transportation lines furnish the steerage passengers eating utensils and require each one to retain these throughout the voyage. As no repository for them is provided, a corner of each berth must serve that purpose. Towels and other toilet necessities, which each passenger must furnish for himself, claim more space in the already crowded berth. The floors of these large compartments are generally of wood, but floors consisting of large sheets of iron were also found. Sweeping is the only form of cleaning done. Sometimes the process is repeated several times a day. This is particularly true when the litter is the leavings of food sold to the passengers by the steward for his own profit. No sick cans are furnished, and not even large receptacles for waste. The vomitings of the seasick are often permitted to remain a long time before being removed. The floors, when iron, are continually damp, and when of wood they reek with foul odor because they are not washed.

The open deck available to the steerage is very limited, and regular separable dining rooms are not included in the construction. The sleeping compartments must therefore be the constant abode of a majority of the passengers. During days of continued storm, when the unprotected open deck cannot be used at all, the berths and the passage-ways between

them are the only space where the steerage passenger can pass away the time.

When to this very limited space and much filth and stench is added inadequate meansof ventillation, the result is almost unendurable. Its harmful effects on health and morals scarcely need be indicated. Two twelve inch ventillator shafts are required for every fifty persons in every room; but the conditions here are abnormal and these provisions do not suffice. The air was found, to be invariably bad, even in the higher inclosed decks where hatchways afford further means of ventillation. In many instances persons, after recovering from sea-sickness, continue to lie in their berths in a sort of stupor, due to breathing air whose oxygen has been mostly replaced by foul gases. Those passengers who make a practice of staying much on the open deck feel the contrast between the air out of doors and that in the compartments, and consequently find it impossible to remain below long at a time. In two steamers the open deck was always filled long before daylight by those who could no longer endure the foul air between decks.

Wash-rooms and lavatories, separate for men and for women, are required by law, which also states that they shall be kept in a 'clean and servicable condition throughout the voyage'. The indifferent obedience to this provision is responsible for furtheruncomfortable and unhygenic conditions.....

p.13 'Two wash-rooms were provided for the use of the steerage . The first morning out I took special care to inquire for the women's wash-room. One of the crew directed me to a door bearing the sign "Wash-room for Men". Within were

both men and women. Thinking I had been misdirected I proceeded to the other wash-room. This bore no label and was likewise being used by both sexes. Repeating my inquiry another of the crew directed me just as the first had done. Evidently there was no distinction between the men's and the women's wash-rooms. These were on the main deck and not convenient to any of the sleeping quarters. To use them one had to cross the open deck, subject to the public gaze. In the case of the families and men, it was necessary to come upstairs and cross the deck to get to both wash-rooms and toilets.

The one wash-room, about seven by nine feet, contained ten faucets of cold salt water, five along either of its two walls, and as many basins. These resembled in size and shape the usual stationary laundry tubs. Ten persons could scarcely have used this room at one time. The basins were seldom used on account of their great inconvenience and because of the various other services to which they must be put. To wash out of a laundry tub with only a little water on the bottom is quite difficult, and where so many persons must use so few basins one cannot take the time to draw so large a basin full of water. This same basin served as a dish-pan for greasy tins, as a laundry tub for soiled handkerchiefs and clothing, and as a basin for shampoos, and without receiving any special cleaning. It was the only receptacle to be found for use in the case of sea-sickness.

The space indicated to me as the "Women's Wash-room" contained six faucets of cold salt water and basins like those already described. The hot water faucet did not act.

The sole arrangement for washing dishes in all the steerage was located in the women's wash-room. It was a trough about four feet long, with a faucet of warm salt water. This was never hot, and seldom more than lukewarm. Coming up in single file to wash dishes at the trough would have meant very long waiting for those at the end of the line, and to avoid this many preferred cold water and the wash basins. The steerage stewards also brought dishes here to wash. If there was no privacy in our sleeping quarters there certainly was none in the wash-rooms.

Steerage passengers may be filthy, as is often alleged, but considering the total absence of convenience for keeping clean, this uncleanliness seems but a natural consequence. Some may really be filthy in their habits, but many make heroic efforts to keep clean. No woman with the smallest degree of modesty, and with no other convenience than a wash-room, used jointly with men, and a faucet of cold salt water can keep clean amidst such surroundings for a period of twelve days or more. It was forbidden to bring water for washing purposes into the sleeping compartment, nor was there anything in which to bring it. On different occasions some of the women rose early, brought drinking water in the soup pails and thus tried to wash themselves effectively, but were driven out when detected by a steward. Others, resorting to extreme measures, used night chambers, which they carry with them for the children, as wash basins. This was done a great deal when preparation was being made for landing. Even hair was washed with these vessels. No soap and no towels were supplied.....

p. 18. On one occasion a six year old girl was seized with violent cramps. The Doctor ordered a hot bath, but the hot water faucet gave forth nothing. The stewardess had to bring hot water from the galley across one deck, up the stairs, across another deck, and down other stairs. Later he ordered a cold bath, which could be given only after another delay. The water ran so thick and filthy that it was not fit to use. There were no towels, and a sheet was uded instead. Aside from the berths and a wash-stand, there were no hospital conveniences or apparatus in the room. The most trivial articles had to be sent for to the "drug store" at some distance.

At another time I had proof of the difficulty of getting the doctor to respond to a call. A Polish girl was suffering with severe pains in her chest and side. This was reported to a passing officer with the request that the doctor be sent. Later the same request was made of the Chief Steward, and then of another officer. Finally someone secured the Stewardess and she went for the doctor. In all, more than two and one-half hours had elapsed between the time when the case was first reported and the doctor's appearance. The doctor never was sympathetic, and when not indifferent was quite rough.....

p 19. One night, when I retired very early with a severe cold, the Chief Steerage Steward entered our compartment, but not noticing me approached a Polish girl who was apparently the only occupant. She spoke in Polish saying,"My head aches-please go and let me alone." But he merely stood on and soon was taking unwarranted liberties with her. The girl, weakened by sea-sickness, defended herself asbest she could, but soon was struggling to get out of the man's arms. Just then other passengers entered and he released her. Such was the man who was our highest protector and Court of Appeal.

I cannot say that any woman lost her virtue on this passage, but in making free with the women the men of the

crew went as far as possible without exposing themselves to the danger of punishment. But this limit is no doubt frequently overstepped. Several of the crew told me that many of them marry girls from the steerage. When I insinuated that they could scarcely become well enough acquainted to marry during the passage, the answer was that the acquaintance had already gone so far that marriage was imperative.....

p.40 In one vessel a race horse had an open stable in the steerage dining room, about twelve feet from one of the tables, although there was room to have carried the horse elsewhere."

A Hungarian who arrived without any money was asked the reason for his penniless condition and replied that on the ship his undershirt became very dirty and infested with vermin; he took it off and threw it overboard; just as it was disappearing from view he remembered that all his money, about thirty dollars, was sewed up in it. The manifest showed that he had exhibited thirty-five dollars at the port of embarkation and, friends coming to his assistance, he was permitted to land.

Another accounted for his lack of money by saying that he had left home with a relative who carried the money of both sewed up in the lining of his vest; arriving at Hamburg the man who carried the money was informed that his wife, in the United States, was sick. He decided to take a faster steamer, which sailed before he had time to take out the money and divide it. This story was not believed nor was any evidence ever introduced to corroborate it.

A sixteen years old shoemaker's apprentice, when told to show his money, took out his knife, split off a part of the heel of his shoe and showed the money safely in the hollow he had made for that purpose.

Not all the news received concerning aliens who are to arrive is favorable. Letters similar to the following are often received.

"Mr. Blank is coming on a steamer from Russia. He is an anarchist, is afflicted with tuberculosis, and is suspected of coming here in violation of the alien Contract Labor Law. Please send him back at once."

(Signed) "One Who Wants the Law Enforced"

P. S. -"He swindled me out of Ten Dollars."

"Mr. Dash is coming on a ship from Germany. He is accused of murdering his employer and will probably attempt to import girls for immoral purposes."

(Signed) "A Citizen"

The alien referred to was a sixteen year old boy coming here to his father who had had some business difficulties with a fellow countryman.

An Italian arrived, and in the anxiety of his relatives to convince the authorities that he would not become a public charge, they swore that he was already engaged to work as a cook; that the position had been obtained for him for sometime before he left Italy; he was therefore excluded as coming here in violation of the alien Contract Labor Law. About two years after he returned to the United States on another ship and was so emphatic in his statements to the effect that he had no relatives or friends in the United States; that he did not come here to work and did not intend to work while here; he was excluded as a person likely to become a public charge and again ordered deported. While awaiting deportation he approached a Missionary who was visiting the detention room and said, "How can I gain admission to the United States as so many of my countrymen do? The first time I

came here I swore I had relatives here and I was sent back; this time I swore I had no relatives here and they are sending me back again. How do the others get in?

Some very peculiar coincidences occur at Ellis Island.

A Russian arrived from South America destined to his children in New York and while detained, his wife, who he had deserted five years previously, arrived from Russia and was detained in the same building.

A mother and son destined to the husband and father in Texas arrived on different ships and were detained in the same room for nearly two weeks without disclosing their relationship. This relationship was discovered by chance a few days before they were admitted.

An alien who had been arrested in New York and deported, arrived nearly seven years afterward, on a day when twenty Inspectors were examining about five thousand aliens and, happened to appear before the only Inspector who knew him and his former record. He was consequently detained.

Two Croatian girls, six and eight years respectively, arrived, destined to their mother and step-father. Their own father had died some years previously and they had been living with their grandmother, the only relative at home, who was very old, very poor and nearly blind. Their step-father called for them, although he had never seen either, having married their mother in the United States a few weeks previous to the children's embarkation. He brought the sad news that their mother had died a few days before the children arrived. The children had to be informed of this fact and their quiet, poignant grief was so pitiful that it brought tears to the eyes of several officers who had often witnessed

scenes of misery. Their new father showed a genuine affection for them. He was accompanied by a married neighbor who agreed to have his wife help in the care of the children. The situation was explained to the children and they were asked if they wished to join their step-father or be returned to their native country. They chose to go with him saying that probably "Granny" had died since they left and if returned they would have no one whatever to care for them. They were admitted.

(John F. Mann.)

November 14th, 1914.

Commissioner of Immigration,
Philadelphia Immigration Station,
Gloucester City, New Jersey.

With reference to a letter dated November 7th from Mr. James C. Cronin of Philadelphia, addressed to the Secretary, you are advised it is the desire of the latter that you attend the Conference to be held by the Industrial Board of Pennsylvania in the City of Harrisburg on the 17th, 18th and 19th of November.

Insofar, however, as you particiate, it is to be by way, only, of giving such appropriate information regarding immigration problems as your experience qualifies you for and as may, properly, receive pubo licity at this time. You are not to commit the Department to any policy, specific, or general, and must not involve it as a participant in any conference, whether by approval, or disapproval.

(Signed) A. Caminetti,
Commissioner-General.

AC/LSF

FOR ORIGINAL OF ABOVE, SEE FILE No. 53600/369.

Department of ~~Commerce and~~ Labor
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
NORFOLK, VA.

No. 90/6

November 2, 1914.

37/14

RECEIVED
BUREAU OF IMMIGRATION
NOV 3- 1914

Commissioner-General of Immigration,
Washington, D. C.

The Bureau is advised that the Collector of Customs at this port has received instructions from his Department to discontinue giving out to newspapers the nature of cargoes and destinations of vessels departing from this port. This office has no data regarding the nature of cargoes, but we do keep a record of the port to which all foreign vessels coming here are bound. This information, together with the port from which the vessel came, name of master, agents, etc., is kept here in book form, which is open to the representatives of the press, who call here daily. To make the order of the Treasury Department effective, the destinations of all foreign vessels have been refused to the press.

W. R. Nor[illegible]
Inspector in Charge.

M.A.P.-M.

Formally Acknowledged
11-6-14 S.L.S.

J.A.

Immigration 37/74

INFORMATION OFFICE.

Minutes of first consultation of Bureau Chiefs with the Assistant Secretary.

August 21, 1914.

Present:

The Assistant Secretary,
H. A. Stevens, Secretary,
Ethelbert Stewart, representing the Bureau of Labor Statistics,
S. W. Mason, representing the Bureau of Immigration,
Raymond F. Crist, representing the Bureau of Naturalization,
Miss F. H. Fiske, representing the Children's Bureau.

It was reported by the Bureau of Immigration and the Bureau of Naturalization, respectively, that an official has been designated therein to whom will be assigned the duty of compiling each day such information as in his opinion may have possible news value and submitting the same to the Assistant Secretary as per the Secretary's memorandum of June 12, 1914, at 11:30 A. M. and 4 P. M.; and it was reported by the Bureau of Labor Statistics and the Children's Bureau, respectively, that such designations will be promptly made by those Bureaus.

After suggestions and general discussion it was ordered by the Assistant Secretary that the persons so designated, respectively, shall

(1) Make a negative report to the Assistant Secretary at the end of each day on which no material is sent it; and it was further

ordered by the Assistant Secretary that

(2) All material believed by the publicity representative of the Bureau to have news value must be submitted to the Assistant Secretary as required by the Secretary's memorandum, irrespective of whether such material is regarded as ripe for publication or not, but if regarded by the Bureau as not yet ripe it must be accompanied with advice to that effect to the Assistant Secretary.

/Hastevend

Secretary.

Approved:

(Signed) Louis F. Post

Assistant Secretary.

Read by Mr. Cammetti
RCh

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON

IN ANSWERING REFER TO
No. 53,371/74

August 25, 1914.

Memorandum for CHIEFS OF DIVISION
and others concerned:

Please note the Secretary's memorandum of June 12, 1914, at green marker. Pursuant to the instructions contained therein, Mr. Mason has been designated as the press representative of this Bureau. You are requested to give him your fullest cooperation, in order that the Secretary's instructions shall be made as effective as possible.

F. H. Larned
Acting Commissioner-General.

SWM

Noted:
R.V.
W.F.A.
T.V.P.
Jam 9/26/14
C&S
ZSR
WHP
CWS

INDEXED
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DEPARTMENT OF LABOR

August 20, 1914.

I have heretofore designated Mr. Mason to compile each day such information as we may have with a possible news value and am now designating him to attend the meeting called for 3.00 o'clock, p.m. August 21st, 1914. by the Assistant Secretary

A. Caminetti
Commissioner-General.

I never received notice of the above meeting until this date, August 25, 1914,
T. V. P.

No. 205
Ed. 12-5-13—150,000

DEPARTMENT OF LABOR

OFFICE OF THE SECRETARY

WASHINGTON

August 20, 1914.

S i r :

The Secretary having heretofore issued a memorandum, of which a copy is hereto attached, wherein he proposed to the Bureaus of the Department of Labor a method for the systematic gathering and dissemination of information pertaining to the activities of the Department, and having subsequently directed that steps be taken to effect the purpose of his memorandum, you are hereby instructed to designate, in accordance with the terms thereof, an official in your Bureau with instructions to report for consultation at a meeting of like appointees of other Bureaus, which meeting will be held in the office of the Assistant Secretary at 3:00 o'clock p. m., on the 21st day of August, 1914.

Respectfully,

Louis F. Post

Assistant Secretary.

Hon. Anthony Caminetti,
Commissioner-General of Immigration.

DEPARTMENT OF LABOR

OFFICE OF THE SECRETARY

WASHINGTON

August 14, 1914.

June 12, 1914.

TO ALL BUREAUS:

To enable the Department to respond to the requests of press representatives and others, as well as to effectuate a more systematic method of gathering and disseminating information pertaining to its activities, the following plan, in which your hearty cooperation is solicited, is proposed:

It is desired that you designate an official in your Bureau to whom shall be assigned the duty of compiling each day such information as in his opinion may have a possible news value. It will, of course, be essential to a successful conduct of this work that the Bureau representative establish an intimate line of communication between himself and such division chiefs or others in the Bureau as may be in a position to apprise him of the day's developments. The data which he thus secures and is available for release in the afternoon papers should be submitted to the Assistant Secretary before 11.30 a.m., and that which is intended for release in the morning papers of the succeeding day, not later than 4 o'clock in the afternoon.

(Signed) W. B. Wilson,

Secretary.

DEPARTMENT OF LABOR

53371/74 June 19, 1914

Memorandum for THE COMMISSIONER-GENERAL:

Regarding the communication from the Secretary attached next hereunder, I recommend, after careful consideration of the matter and consultation with other officials of the Bureau, that Mr. Mason, the Chief of the Mail and Files Section, be designated as the officer to assemble and prepare for daily publication, after presentation to the Assistant Secretary, items of news that might be of interest to the public and therefore to newspaper reporters. Mr. Mason, by reason of his official position, is always currently familiar with interesting matters that are coming into and going out of the Bureau. Moreover, he is well qualified by reason of his experience in the Bureau and his natural good judgment to take charge of a matter of this kind. To meet the Secretary's wishes, I think he should be designated at once, and all of the employees of the Bureau occupying positions of responsibility advised that they are to co-operate with him whenever called upon to do so.

AWP-C

Acting Commissioner-General

Mr. Larned:

Let Mr. Mason be named as you suggest, conditioned however, that no items from decisions in appeal cases, or in warrant cases are to be made by him; nor from any action or ruling of the Commissioner-General; or from any proceeding pending in the Bureau. All reports made by him to be submitted in writing to the Commissioner-General if present, if not, then to you before delivering to the Assistant Secretary.

A. Caminetti

Commissioner-General.

DEPARTMENT OF LABOR

Office of the Secretary 371-74

Washington

June 12, 1914.

RECEIVED
BUREAU OF IMMIGRATION
JUN 13 1914

TO ALL BUREAUS:

To enable the Department to respond to the requests of the press representatives and others, as well as to effectuate a more systematic method of gathering and disseminating information pertaining to its activities, the following plan, in which your hearty cooperation is solicited, is proposed:

It is desired that you designate an official in your Bureau to whom shall be assigned the duty of compiling each day such information as in his opinion may have a possible news value. It will, of course, be essential to a successful conduct of this work that the Bureau representative establish an intimate line of communication between himself and such division chiefs or others in the Bureau as may be in a position to apprise him of the day's developments. The data which he thus secures and is available for release in the afternoon papers should be submitted to the Assistant Secretary before 11.30 a. m., and that which is intended for release in the morning papers of the succeeding day, not later than 4 o'clock in the afternoon.

W B Wilson

Secretary.

W

53572/92 April 18, 1914.

Commissioner of Immigration,

San Francisco, Calif.

The Bureau has noticed in a number of recent instances what purported to be statements by F. H. Ainsworth published in several of the San Francisco papers. Thus the "San Francisco Chronicle" of March 29th contained what purported to be statements of said inspector regarding the case of Har Dyal. If these reported interviews are actually based upon statements made to representatives of the press by Inspector Ainsworth, his action is in disregard and violation of Bureau Circular Letter of October 3, 1913, No. 53,-371/74; and he should be instructed immediately to desist.

EXACT COPY AS SIGNED BY A. CAMINETTI
MAILED 4/18 Commissioner General BY

AWP-C

INDEXED
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January 10, 1914.

Commissioner of Immigration,
New Orleans, Louisiana.

With reference to a telegram addressed to the Secretary under date of Janurary 8th, by Mr. G. A. Waterman, you are hereby authorized to attend and speak at the Annual Meeting of the State Chamber of Commerce, to be held at Baton Rouge, Louisiana, January 16th and 17th. Insofar, however, as you participate, it is to be by way only of giving to the Conference such appropriate information regarding immigration problems as your experience especially qualifies you for and as may properly receive publicity at this time. You are not to commit the Department to any kind of policy, special or general, nor to involve it in any way as a participant in the Conference whether by approval or disapproval.

(Signed) F. H. Larned,
Acting Commissioner-General.

CSE/RHH

FOR ORIGINAL OF ABOVE, SEE FILE No. 53108/73.

53371/74. January 5, 1914.

Editorial Department,
The Menace,
Aurora, Missouri.

Gentlemen:

With reference to your letter dated December 26th, there is herewith transmitted a copy of Bureau Circular No. 30, issued November 1, 1913, a condensation of a report on the Hookworm disease.

Several circular letters have been issued under the file number 53371/74, but these are instructions to officers in the Immigration Service and are not printed.

Very truly yours,

EXACT COPY AS SIGNED BY F. P. LARNED

MAILED 1/5 BY

Acting Commissioner-General.

Inclosure No. 950.
CSE/RHH

THE ROMAN CATHOLIC POLITICAL MACHINE: THE DEADLIEST MENACE TO AMERICAN LIBERTIES AND CIVILIZATION

REV. THEO. L. WALKER, Editor — MARVIN BROWN, Associate Editor

THE MENACE

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RECEIVED
BUREAU OF IMMIGRATION
DEC 30 1913

Dec., 26th, 1913.

RECEIVED
DEC 29 1913
DEPT OF LABOR

Secretary of Labor,

Washington, D. C.

Dear sir:-

53374/74 Will you please favor this office with Circular Letter ~~53374/74~~ 53374/74-A, and Bureau of Immigration Circular #30, addressing same to "Editorial Department, The Menace".

Thanking you in advance for this kindness, we remain,

Yours very respectfully,

EDITORS OF THE MENACE.

W/B

RECEIVED
BUREAU OF IMMIGRATION
DEC 10 1913

THE COMING PEOPLE.
IMMIGRATION PAST AND PRESENT.

Philip Cowen,
520 West 122nd Street,
New York City.

Note:-
From 20% to 40% of the address is cut out each time according to time and audience

In his preface to the third edition of "The Spy", James Fenimore Cooper says:

"We are a people composed of emigrants from every country of the Christian World; but they did not come here by chance, nor do they stay here through necessity. They emigrated to improve their temporal conditions; and they remain here because they have been successful."

That is the keynote of the immigration question.

Broadly speaking, the people who since the earliest days have come and are to-day coming to the United States may be divided into two classes: those impelled to leave their land for conscience sake, "unconscious", as Prof. Steiner says, "of the gold and iron slumbering in our hills", or driver hither by foreign misgovernment; and those who have come here simply to "improve their temporal conditions" as Cooper puts it. The latter who form the great bulk of immigrants, have no higher motive, as a general thing, than to profit so far as they may, from the opportunites offered to sell their labor.

In the main, their constant longing is for the fleshpots of their old home, and their ambition is to spend their declining days there, after having saved of their earnings sufficient to do this in affluence, which, as money goes in their native land and as wages here are paid, means but a few years of toil.

The saving remnant has been and is the smaller number of the first class who sever their old home ties once for all, pull up

stakes, come here with their families, and seek at once to become part and parcel of the great American Republic. They follow the teachings of the prophet Jeremiah: Seek ye the peace of the city wherein ye dwell, for in its welfare lies your safety.

These are the people who in the past have fundamentally affected the republic; these are the people who share with the native the burden of carefully guiding our country, that it may continue to be an examplar for the other peoples of the world.

When this nation was established it was hailed as the great land of freedom for the oppressed of all countries. This is a heritage it behooves us to cherish. But we have found that freedom has its limitations even for us, and that to let our latchstring hang loose for any who choose to pull it and enter, is a serious proposition; hence we have felt called upon from time to time to modify the right of free entry.

We shall briefly note to-night the coming of the great human stream that is continually flowing hither; touch on its causes and effects, not only as concerns our own land, but theirs as well, and observe the part taken by the government in guarding our gates that this vast stream be so filtered that it carry with it no pollution, but that it shall wisely tend to enrich and develop the great country within our borders that needs their tending hand.

THE COMING PEOPLE.

1. THE BATTERY IN 1654.

Here is the lower end of Manhattan Island as it is presumed to have looked in the days of early English occupation; about 1654.

2. THIS IS THE BATTERY TO-DAY.

George Chapman, the translator of Homer, writing in 1595 of the newly discovered land, shows a prophetic spirit in these lines that seem to be exemplified in this picture:

"And there do palaces and temples rise
Out of the earth and kiss th'enamored skies,
Where new Britannia humbly kneels to Heaven."

Between the two periods of time represented by these pictures there has been going on the building of a continent such as the world has never seen.

Speaking of recent immigration James Bryce says in his "American Commonwealth": "It is a new phenomenon in world history, because no large movement of the races of mankind from one region of the earth to another has ever occurred under conditions at all resembling these."

In 1780 Thomas Pownall, governor at different times of Massachusetts Bay and other colonies, made the prediction, based no doubt on his wide experience in American colonial affairs, that "by constant intercommunication and by increased knowledge with regard to

the ocean, America will seem every day to approach nearer and nearer to Europe, and that a thousand attractive motives will become the irresistible cause of an almost general emigration to the new world.'

Pownall's prophecy seems to be coming true, for we are getting nearer and nearer to Europe, being now less than five days away.

3. THE CLERMONT.

The large emigration Pownall prophesied seems to be nearing realization; but it would never have been possible but for the development of steam as a motive power, the germ of which as applied to vessels we see here, in the Clermont, the first steam-boat. This sailed up the Hudson a hundred years ago, and its highest development as yet has been reached in the "Imperator" shown here.

EARLY IMMIGRATION.

Immigration to this country really began in 1607 when 105 persons arrived in three ships in the month of May in Jamestown Harbor, Virginia. In one day of the same month, three hundred years later, over 21,000 people came up New York Bay in fifteen ships, all these people bound for this great land of promise, the land which in the earlier days of American discovery was believed to be the back-door of the Indies, whose riches was a magnet for the enterprising of all nations. Earlier efforts at colonization had been made, but the first substantial one was that which led to the founding of Jamestown

It is interesting to consider the character of these early immigrants; historians agree in stigmatizing the first batch as idle, improvident, dissolute. Among them were four carpenters, six or

eight blacksmiths, and only twelve laborers, but we are told this lack of mechanics was compensated for by a list of forty-eight gentlemen, mostly adventurers, strollers and vagabonds, many of whom, it is said, had more business in jail than at Jamestown. To-day the mechanic and laborer are dominant in the immigration. Barring children and women of no occupation, we had last year in the 840,000 immigrants, nearly 600,000 wage earners, 570,000 of whom were laborers or skilled mechanics.

FOREIGN ELEMENT IN THE POPULATION.

It is only in the last thirty years that we have put up the bars and scrutinised everyone that would enter our domain. Before that, as I have said, our latchstring hung loose for all who chose to enter.

And yet with all the freedom of admission that has marked our past, and our hearty welcome to all comers, among the 92,000,000 people in the United States in 1910, less than 14% were of foreign birth, no larger a percentage than 20 years before. In the past four years, for every 1,000 of population an average of 10 immigrants came each year as against an average of 16 immigrants for the years 1851 to 1854.

It is well known that the larger bulk of immigration stops at New York, and we hear a great cry about this becoming a foreign city: yet Dr. Laidlaw states that, while the foriegn born in New York in 1910 formed about 40 percent of the population, it was nearly 50% in 1855.

5. MAIN SOURCES OF IMMIGRATION.

This map shows the main sources of our immigration. The red

indicates the sources up to 1870, considered to-day by many as the best material that has ever come here. It is so considered because the people coming from Northern Europe were allied in ancestry, language, character and habits to the people already here, and were therefore quickly assimilable. But smaller numbers are now coming from this section. Immigration from Southern Europe and Russia is now the order of the day. From Russia we received last year 290,000 as against 5,000 credited to it for the ten years preceding 1870; from Austro-Hungary 255,000 as against 8,000 for the same time, and from Italy 285,000 as against 12,000.

The section colored light green, which then played no part at all to speak of in the immigration, - Roumania, Bulgaria, Armenia, Macedonia, Turkey and Greece, - are beginning now to send us the bone and sinew of their lands.

This map shows the immigration of 1884 and 1912. It will be seen that while the total has more than doubled, the German, English and Scandanavians have largely decreased. In 1883 the latter was 95%, and it now 19%.

6. WAVE OF IMMIGRATION.

This diagram shows the wave of immigration into the United States since 1830. The hills and valleys tell the tale of good and bad times here, and of bad times abroad.

CAUSES OF IMMIGRATION.

Why do so many come hither from other lands? Primarily to better their material condition. It is the one ambition of every

man to get on in the world. But there are other reasons: the system of government, the concentration of vast areas of lands in the hands of a few, interference with religious liberty, persecution of peoples because of religious hatred; discontent with existing political government in their own land, as in Poland, Hungary, Russia, Ireland, Armenia and Finland, the resulting effort to change the system of government; the inability of those who have been active in these movements to remain at home with any measure of safety for their own persons, or the failure of their efforts; famine in Ireland or Russia, the desire, not always commendable - to escape from the military service that young men owe their country; the lack of land for cultivation because of the growth of population; devastations because of volcanic eruptions, as in Italy;- all these make for larger immigration, to say nothing of the activity of the steamship agents

The political troubles in Germany, the Hungarian revolution of 1848, the Irish famine 1844-51, the California gold fever in 1849, brought the immigration of 1854 to 428,000 - - 250,000 of these people came from Germany alone. In 1851 221,000 reached here from Ireland as a result of the potato famine. The war between Austria and Prussia in 1865, the war with France and the Kultur Kampf in Germany, together with the prosperous times in this country brought the migration of 1873 to 460?000; while the May Laws in Russia, followed by Jewish persecutions and revolutionary activity, and the proposed immigration restriction laws ran the number in 1882 up to 800,000, and this constantly increased until it reached the high water mark in 1907, when one and a quarter million came. This, however, - eclipsed by the 12 months ending with October of this year, when over 1⅛ millions

But immigration is promptly responsive to the business conditions of the country. Just as the national prosperity was responsible

for the one and a quarter million incoming people in 1907, so depression of business acts at once as a deterrent to immigration. You all observed that in 1908, and the depressions that you see on this map are the results of the various business depressions of the past sixty years. Because of the panic of 1907 only 560,000 aliens arrived during the calendar year ending 1908, while 600,000 aliens left in the same period, leaving a loss by emigration of 40,000.

Since immigration so well adapts itself to the business conditions of the country, and since in normal times there has been a constant demand for labor in all directions, need we have any fear of it? Certainly not while the birth rate, which approximates three millions, is so largely in excess of the immigration, nor so long as this country is but sparsely populated.

DENSITY OF POPULATION.

Taken as a whole the United States has a population of only 23 persons to a square mile.

Incidentally I may say that we have one block in Manhattan, 112th to 113th Streets, 1st to 2nd Avenues, with a population of 5200, or 2500 to the acre, which is over one and a half millions to the square mile.

Have you any idea what this means?

If you can imagine Greater New York's 209,000 acres populated as this one block is, it would hold the entire population of North America, South America, Africa, Germany, England, Ireland, Scotland and Wales. All these people could live within the boundaries of Greater New York, with no house over six stories in height - no

skyscrapers- and we would still have to spare as unoccupied land the 50000 acres within the city limits that are under water or devoted to parks and cemeteries.

DISTRIBUTION.

As we all know, the immigration has tended towards the cities of the Atlantic Coast or the few large cities of the interior.

7. IMMIGRATION TO THE WEST.

The western movement of the immigration is indicated here. Each state shows the number that went to it in 1906.

An imaginary line drawn from the eastern border of the Dakotas to the southernmost point of Texas, the part colored dark red, divides the country exactly in half. To this great western half of the continent but 106,000 went last year, not 10%, less than to the state of ~~Pennsylvania~~ Illinois alone, and but a few more than went to Massachusetts ~~and Connecticut~~, whose area is less than one-fourth of the smallest of these 17 states. ~~The two states~~ Either of these states could be dropped into the lower point of Texas and be lost sight of.

8. IMMIGRATION TO THE SOUTH.

Here we have the southern tier of states, colored light red. To these 15 states there went but 38,000, ~~but few more than~~ less than half to the small state of New Jersey, that appears like a flyspeck, or at least a native mosquito upon the map.

Why is it that so few go to the vast ~~xxxxxxxxx~~ territory west of the Mississippi, or to the great Southland?

One reason is that so many of their friends and relatives are elsewhere.

But there is another potent reason I will give so far as concerns the South. Simply because the immigrant that comes to the United States is a human being, and he has come here to better his condition. He has no pet theories on colonization or immigration to work out. He will go, just as you and I would go, where the best price is paid for labor. And the secret of the direction that the immigration takes will be found in the fact that the price for labor that the immigrant can get in the North and middle-West is more than the South can afford or is willing to pay.

In addition to this economic reason why the southern immigration is so small, in spite of the country's needs, there is a social reason. Julian Harris, an authority on southern matters, son of the late Joel Chandler Harris, said recently, in the course of an interview: "We have got to have immigrants in order that the negro may have competition..... The direct immigrant from abroad seems to fear that in the South he would be regarded as a negro and classed with him."

Prof. J. W. Jenks in his work on the "Problem of Immigration", which practically is a summary of the views of the Immigration Commission of which he was a member, refers to this subject in these words: "Southern mill owners have frequently tried to introduce sohth- and east- as well as North-European and British immigrants into their operating forces, but all attempts have been failures because present cotton mill workers, recruited from isolated farming and mountain sections of their states, refuse to work alongside recent immigrants."

HAS IMMIGRATION AFFECTED LABOR UNFAVORABLY?

On this subject the recent volume by Prof. I. A. Hourwich of the Census Bureau on "Immigration and Labor", is most illuminating. In spite of the vast number of mechanics who have come in the last fifteen years, the carpenter in Manhattan who received $3.50 a day in 1897 gets $4.80 now; the bricklayer who then received $4 gets $5.60 to-day.

The Statistical Bureau of Indiana reports that carpenters received $3.15 in 1909 as against $2.00 in 1893, while machinists who received then $1.94 got $3.25.

The New York State Commissioner of Labor reports that the actual earnings of union workers for June, July and August, 1909 were from 13% to 30% higher than in the same period of 1902.

The Federal Census Bureau reports that the average wages in all industries for 1909 was $518 as against $344 in 1880.

Moreover, as we all know, the working hours per day have been materially reduced in recent years.

DEVELOPMENT AND STIMULATION OF INDUSTRIES.

In an address on "The Economic Aspects of Immigration," Dr. Isaac A. Hourwich, of the Federal Census Bureau, notes that while the population of continental United States increased only 46% from 1890 to 1910, the production of coal trebled in the same period, and so did the number of ton-miles of freight carried over American railways, and so did the total of bank clearings. The production of steel incfeased five fold. Surely immigration played a large part in this wonderful development of our resources. One particular trade,

that of clothing, which is largely affected by the immigrant classes proves this. 95% of the workers are of the immigrant class. The 1905 Census Report on Manufactures shows that the clothing industry increased in five years from $436 billions to 604 billions.

It is a well known fact that while ten years ago fine garments for men and women were imported from Germany, Austria and France, this trade has practically been reversed and American made garments are how sold abroad. Inmother words, the immigrants have brought new industries with them.

THE IMMIGRANT AND FARMING.

Recent reports of the New York State Department of Agriculture show that there are 12,000 practically abandoned fams in this state due to lack of farm help.

A few words as to the influence of immigration on the abandoned farms: These have resulted from the tendency to the city on the part of the young native American in the rural sections of New England and the Middle States. As to Connecticut, Mr. Frank Putnam, writing in the "New England Magazine" says: "Many Russian Jews and Italians are buying the abandoned farms... and have made farming once more a profitable occupation. Their number is increasing and they are restoring to the old town its former industrial value."

The State of Massachusetts, which for years printed a list of abandoned farms, has ceased to do so for some years, as I am informed for this same reason.

The New York "World" says that "the Immigrant farmers are in many instances coining money from the earth their predecessors discarded as unprofitable."

IMMIGRANT LAND HOLDING.

It is interesting to note in this connection that the immigrant shows a greater love for landowning than the native born.

The investigations of the Immigration Commission show that while the percentage of home-owners among the native-born is a little over 5 %, among the foreign born it is over 10 %.

IMMIGRATION AND GROWTH OF POPULATION.

Although I have referred to the natural growth of the population as being very large, about three millions per year, figures prove that this is greatly due to the immigrant population. In other words, but for immigration the increase by births would be small indeed. For the ten years ending 1900 the increase among the native whites of native parentage was under 19 per 1000, while among the whites of foreign parentage it was over 36 per 1000.

The Immigration Commission found that the average number of children borne by women of childbearing age was 2.7 to natives, and 4.4 to those of foreign parentage.

W.L.Bodine, Superintendent of Compulsory Education in Chicago, completed an investigation last January which indicates, he says, that the Chicago of the future will be Slav-Germanic according to the present birth-rate. He says that "the foreign born mother is beating the American born mother in the baby industry. Of the 275,000 children under five years only 93,000 have mothers of American birth."

This brings us to the

DECADENCE OF NATIVE POPULATION.

Rev. Henry L. Hutchins of the Connecticut Bible Society, speaking of rural decadence says that the native element is committing suicide.

Rev. G.L.Cady states that 56 Congregational Churches in Massachusetts reported a single child born in each for the year 1907, while 63 reported two each.

In 33 Connecicut towns with populations under 5000, where the immigrant is unknown, crepe last year was oftener hung on the door than the cradle was taken from the attic.

In the essentially American town of Enfield, near Ithaca, New York, when a church wanted to celebrate a recent Christmas after the old-fashioned way, they found they would have to send to surrounding towns to find enough children for an entertainment.

The rural population of New York, it may be said here, shows a decline of 175 thousand in the past ten years. Schoharie County alone, where there are few foreign born, one of the most fertile of t the state, shows a loss of over 5000.

In January last Rev. Dr. Austen Kennedy De Blois of the First Baptist Church of Boston gathered statistics in the aristocratic Back Bay District, and they showed that over three quarters of Boston's wealthiest families are childless. Four investigators reported on 732 families. Of these 559 had no children. Among the remaining 173 homes were 372 children, and only 12 families had four or more children. 6 children in two families were the highest number. If, said the investigator, we limit the term children to those below 17 years, the number would be reduced by about one third. In fact "there is no Sunday school territory in Back Bay."

Prof. Albert B. Hart, of the Department of History of Harvard University, says: "If we may take the successive classes of Harvard College as fair examples, men of Yankee or old English blood have less

than one-fifth as many children as when this country was first settled. While the class of 1671 shows an average of more than seven children to each man, the class of 1880 shows an average of less than one child to each; and, he says, "these statistics admit of some alarming conclusions."

The colored race is more prolific than the native white. Indeed the New York "World" has pointed out that had immigration s stopped in 1842, the colored population, that at the founding of the Republic was 1/6 of the population, would now be 1/4 instead of being 1/9.

Prof. Giddings, speaking of Race Suicide, sums up the situation very well: "Why (we are) all working desperately hard to make something of this country? Because of our grandchildren? Why we won't have any as things are going now."

Many immigrants with large families pass through Ellis Island. Among them race suicide is unknown; they believe in the literal interpretation of the Bible to go forth and multiply; yea, to multiply even as the sands of the sea; and it is these people who are redeeming the arid lands of the great West and have wiped off the map those words "The Great American Desert", that in our boyhood days was printed in red ink over the land west of the 100th meridian, which is to-day rapidly becoming a land of milk and honey.

PICTURES OF FAMILIES OF 9, 10 & 11 CHILDREN.

ILLITERACY AND LABOR.

We hear much of the illiterate immigrant, and he is a great bugaboo to many legislators. Even James Bryce makes the ~~xxxxxx~~ statement in his book "The American Commonwealth", that three fifths

of the aliens in New York are illiterate. But we may very justly place more dependence on the knowledge on this subject of the late Dr. Andrew S. Draper, who was State Commissioner of Education. In one of his recent reports he said: "there is less illiteracy among the foreign-born population of the city of New York than in the farming districts where nearly all the people have been for several generations on American soil, and ought to have been reached by our compulsory education system."

But whatever may be said, this country owes a great debt to the immigrant workingman, even though he be illiterate. It is the illiterate workingman that builds our tunnels, constructs our sewers and digs our subways.

BIRDS OF PASSAGE.

"Birds of Passage" is the name given to people who come to the United States, remain here for a time, return to their homes, and repeat this periodically. There are some persons who condemn this class, believing that those who earn money in this country should spend it here. On the other hand, these people come here in the busy season when their labor is in demand, and return to their homes in the dull season, and thus reduce for the time being the competition in the labor market.

It is only fair to consider what a problem would have faced us during the panic of 1907 but for this backwash of the immigration, when the competition of labor was relieved by the immediate return of over a million workmen.

It is true that some of these, after saving a little money, say five hundred dollars, or even less, return to their homes in Southern Europe, and retire to their farms, never coming again. But all these people carry with them American ideas, American thoughts. They spread these in their own land, and to that extent they are an uplifting influence, missionaries, if you please, who often prepare the would-be emigrant for his coming here, so that we can better handle him when he arrives. More than this, he creates a market for American goods.

But in considering the value of these birds of passage we must take into calculation the fact that these immigrants send out of the country a vast amount of money that they save from their wages, placed for 1907 at 350 millions of dollars.

But, it is maintained, the country that has reared these people to their manhood is entitled to some return, and this is the toll we are paying therefor.

Much of this money is put into property abroad and it is estimated that in 1906 at least 50,000 land sales were effected in Italy with the money sent from this country.

IMMIGRATION AND THE HIGH COST OF LIVING.

The higher cost of living is something that has been exercising the public mind in recent years, not only in this country but abroad as well. It is asserted that the inevitable law of supply and demand is at the bottom of it all. Vast numbers of mouths to feed have been added to those already here, and not enough of the new comers go into agriculture.

In Europe again the high cost of living is attributed to the insufficient number of field workers to raise produce and live stock, due to the great numbers emigrating to the United States.

EFFECT OF IMMIGRATION ON FOREIGN LANDS.

The Hungarian government ~~recently~~ announced in 1906 that it would build 10,000 model cottages for farm workers to make them more content with home conditions.

"Some years ago," says James Bryce in "The American Commonwealth," "building operations in Budapest came almost to a standstill owing to the departure of a large number of workers."

The Bulgarian government, set its face against immigration to the United States because principal among those who were awakening the people to a desire for a more liberal form of government, were those who had been at one time in this country.

In Italy, Hungary and Galicia, towns and villages have been depopulated, and enough male labor in normal times is not at hand to work the fields or reap the harvests. In the year 1906 the farmers forming the Bekeser Agricultural Society in Hungary were driven to such despair, they served notice on the peasants that unless they would contract to remain at home over the following harvest they would import 15,000 to 20,000 Chinese laborers.

In a town in Galicia an immigrant inspector found that all the field work had to be done by women.

Our Swedish Consul, Mr. Bergh, reported that the continuous emigration was considered a serious problem; that societies and the

authorities were studying the causes and the government was making enquiries among the emigrants for the purpose of creating conditions that would keep the people at home. Labor was brought from Hungary, Finland, and Russia proper to help out in Sweden.

Italy, the only country that has heretofore shown a paternal interest in the emigrant after leaving home, has made new laws to limit his going. A recent report of the War Office on recruiting drew attention to the decline in the physical development and power of the youth of Italy. The cause, on which nearly all are agreed, is the steady drain by emigration of the thews, sinews and muscle of the population, agricultural and urban, leaving the propagation of the race to the weaklings left behind.

DETERRENTS TO IMMIGRATION.

Perhaps the best deterrent to immigration is the improved condition of the workman abroad due to the increased pay because of the scarcity of labor consequent upon emigration. This is said to have materially lessened the emigration from Germany and Scotland.

Another deterrent is the growing preference for Anglo-Saxon immigrants and for citizen workmen.

The American miners in Ely, Nevada, refused in 1908 to work with foreigners; and Italian, Austrian and Greek laborers had to go elsewhere. The mine owners coincided with them and announced that none but American help was wanted.

In July 1909 the county officials of Cripple Creek, Colorado, insisted that the district must be reserved for American labor, and the foreign workmen were compelled to leave.

The Independent mine owners of Pittsburg announced in January 1908 that when they started up they would engage only American citizens, feeling justified in paying the higher price for common labor because of the better results obtained.

It was reported in March 1908 that the Pennsylvania Railroad had determined to engage thereafter none but American citizens; and though this was denied, it is believed to represent the views of those in authority. Some ascribed as the cause, the great political power such a vast voting force would mean; but I prefer to attribute all these movements for giving preference to workmen who have become citizens or declared their intention to do so, to the fact that the great body of laborers coming here are not town builders. They are merely human machines that do nothing but the work - necessary work of course - to which they are set. When their work appears to be done, they leave for another land, taking with them what money they have left after having sent abroad of their savings from month to month. So that, while it is true that we have gotten from them the labor for which they are paid, the country itself and the property owners paying them have been deprived of the natural development of the district that should follow from the presence of so many people, and the investment and circulation in this country of their surplus earnings.

Perhaps it is not, after all, the fault of the alien that he looks upon this country as a land in which to sojourn but not to dwell. At a recent National Immigration Conference to consider the

subject of distribution Mrs. Frances Kellor said: "The aliens who leave this country are for the most part unaware of the conditions and advantages for settlement outside the large cities."

PATRIOTISM OF THE IMMIGRANT.

While at the Census of 1860 the proportion of the foreign-born was less than 14%, the number of those who fought for the defense of the Union was from 20 to 25%, according to a competent authority.

IMMIGRATION IN RELATION TO POVERTY AND CRIME.

Inquiry made by the Immigration Commission concerning 31,000 persons actually receiving aid showed that but 6% of these had been here two years and only 10% three years. And this inquiry was made in the winter of 1908-9 when the effects of the depression of 1907 were still felt.

Though criminality is one of the charges laid at the door of the immigrant, the report of the Commissioner-General of Immigration for 1908 showed that in the currect year the inmates in all penal institutions, insane asylums and almshouses aggregated 610thousand, as against 635 thousand in 1904, while the new immigration meanwhile totaled three millions.

Prof. Jenks, touching on this subject, says that the Commission finds it impossible to produce satisfactory evidence that immigration has resulted in increase of crime out of proportion to the increase of the adult population.

~~There are several topics I would touch on, but for lack of time.~~

adopted to omit elimination

There are several topics I would touch on but for lack of time. Among these are "The Immigrant and the abandoned farm", showing how land abandoned by the native as unproductive has been redeemed by the immigrant who has made money out of it.

Immigrant and landholding", showing that the immigrant class are owners to the extent of 10% while the natives of 5% only. Then there is the vast amount of property otherwise owned by the foreign element far beyond their proportion.

"Immigrants and Patriotism", showing that the foreign born serve their adopted country on the battlefield far beyond their proportion in the population.

Influence of the returning immigrant on his home country as developing a higher civilization and stimulating a market for American products.

Immigration and the development of new industries: showing the vast development of old industries and the establishment of new ones because of the special knowledge of immigrant workmen. Thus much clothing that was formerly imported is now exported. Laces and silk that were formerly imported are now made here.

Immigration and the high cost of living, the latter due to the large number of mouths to feed by reason of the great number of people coming here, few of whom proportionately turn to agriculture.

The hostile attitude towards immigration from the very beginning.

Immigration in relation to poverty and crime, showing that of 31,000 people receiving aid in the year after the panic less than 6% had been here two years;

And that in 1908 there were only 610,000 inmates in all penal institutions, insane asylums and almshouses as against 635,000 in 1904, the immigration meanwhile exceeding three millions.

THE EXPERIENCES OF AN IMMIGRANT.

We will deal now with the immigrant's experiences in coming to the United States and passing inspection at Ellis Island:

Let us begin with him as he leaves his native land, and tell of a few of his troubles by the way.

Inasmuch as the efforts of a Russian to leave his home is beset with the most hardships, let us speak of him, as I can then tell of my own observations in his country.

Here are a few scenes of life in Russia, some that tend to send him forth to other lands:

10 A WATER CARRIER.

11-TENEMENT LIFE IN WARSAW.

12-IN THE MARKET PLACE.

13-OUTSKIRTS OF WILNA.

14-

15-KALARASH TENEMENT.

16-KALARASH - CHRISTIAN'S HOME.

17-A RIOT IN WARSAW.

18-THE COSSACK SOLDIERS CALLED TO THE FRONT.

19 - AFTER A POGROM. The white specks are from bedding thrown out. See a piano at bottom of picture.
20 - THE EXODUS FROM MODERN EGYPT, resulting from these riots.
21 - EMBARKING AT LIBAU.

Here is sailing day at Libau on the Baltic Sea in Russia, the only northern port from which ~~they~~ emigrants can go. The emigrants crowd aboard, their friends coming from quite a distance to see them off, for 4th class railroad fare in Russia makes a cheap holiday. (Odessa to Libau and back, 2000 miles, costs $11.) As the lines are cast loose, the Russians, happy in leaving their step-fatherland, sing the "Marseillaise."

But not all Russians can embark at Libau. To go out of Russia one must have permission of the government, shown by a passport. Not everybody can get one for various reasons that I lack the time to tell about. Failing to get a passport, Russians must smuggle over the frontier and go via Germany or Austria. That is no easy task and is accompanied with grave risks, for the entire border of Russia is patrolled by Police.

23 - ARRESTED FOR SMUGGLING OVER AT THORN, GERMANY.
24 - SIMILAR SCENE AT EYDKUHNEN.

Having got into Germany by hook or by crook they are off to Berlin.

25 - EN ROUTE TO BERLIN.

No ordinary emigrant from Russia can pass across German territory without stopping at one of the control stations maintained at the nine principal points on the frontier, for bathing, disinfection, and physical examination. Should any fail to do this, they are halte at an immigrant station at Ruhleben, just outside of Berlin. All coming from Russia that embark at Hamburg must stop there at the Auswanderer Halle, an immigrant station that resembles a small village, where they are again examined and remain until sailing day.

26 - BIRDSEYE VIEW OF AUSWANDERER HALLE.

28 - A STREET VIEW.

28 - SECOND CABIN LODGINGS.

29 - ALL READY FOR THE JOURNEY.

A considerable number of people come via Bremen and here you see them buying their tickets.

30 -BUYING TICKETS AT BREMEN.

31 - EXAMINATION AT BREMEN.

32 - EXAMINATION ON BOARD VESSEL AT LIVERPOOL.

As you have seen, the emigrants are examined at every port in Europe. So rigidly is this done that 65,000 intending immigrants did not embark in one year after having purchased their tickets.

Not all leave Russia via Libau or Germany.

33 - Here are some REFUGEES FROM ODESSA on a steamer in the Black Sea, bound for Palestine.

The journey from Europe covers from 6 to 27 days according as one goes aboard at Liverpool or Trieste.

34 - A VIEW ON THE STEERAGE DECK.

34a - THEIR FIRST GLIMPSE OF LIBERTY.

34b - A LOAD OF ITALIANS ON THE LOMBARDIA AT THE DOCK.

35 - CASTLE GARDEN?, NOW THE AQUARIUM.

This was the landing place for immigrants coming to the port of New York from 1855 to 1891. Since then, except for brief periods, when they have landed at the Barge Office, they have entered through Ellis Island. But to the greater part of the immigrants it is still Castle Garden at which they land, they will tell you.

The examination of the immigrant and the picking out of those not deemed eligible to admission has been well called

PASSING UNDER THE SHEPHERD'S ROD.

and the figure is a good one, for the black sheep are culled here, and all are noted carefully as they pass under the rod that registers each new comer.

After passing quarantine, and the examination of baggage at the steamship dock by Custom officers, the steerage passengers are transferrred by barges or by small steamboats to the Immigrant Station.

36 - FLAOTS AND BOATS.

First and second cabin passengers are not exempt from examination, but in their case it is done on board the vessel, ~~Immigrants~~

37 - CUTTER "IMMIGRANT"

and if there is any question as to their right ~~of~~ to land they also are taken to Ellis Island for action by the Board of Inquiry.

38-HERE WE ARE AT ELLIS ISLAND.

39 - THE MAN AT THE GATE- acting COMMISSIONER ~~WM. WILLIAMS~~ UHL

40 -GENERAL VIEW OF ELLIS ISLAND.

41 - DISEMBARKING AT ELLIS ISLAND.

While you stand and watch the people run down the plank and form into line to enter the building, the "Pied Piper of Hamlin" and the rats of Hanover's famous city come to the mind as the people tumble out of the boats:

"Great ones, small ones, lean ones, brawny ones,
Brown ones, black ones, grey ones, tawny ones;
Grave old plodders, gay young friskers;
Fathers, mothers, uncles, cousins;
Cocking tails and pricking whiskers;
Families by tens and dozens;
Brothers, sisters, ~~xxxxxxxxx~~ husbands, wives, -
All follow the leader for their lives."

42 - ENTERING THE BUILDING.

Now you see the immigrants passing under the Shepherd's rod. Each one ~~is~~ is carefully scrutinized. The doctors look them over for their general physical condition, as you see here:

43 - GENERAL OBSERVATION and

examine their eyes,

44-LOOKING FOR TRACHOMA,

and at their heads as well, and if any doubt exists, they are put

aside for further examination. Here the sheep are sorted. Those ~~ix~~ that are spotless physically are passed by the doctors and then proceed upstairs to the registration hall, and are there interrogated and examined by the Inspectors, before whom ~~only~~ they appear in groups of thirty or less.

For lack of time I omit a descrption of the latter's interesting work; but

45 - HERE ARE A FEW OF THE NAMES THEY MUST WRESTLE WITH.

The tickets are marked by the Inspectors according to the destination: "NEW YORK", "East" or "West" - and they have landed in the United States. However long an immigrant may remain upon the Island, until he has been officially passed, he is, to all intents and purposes on foreign soil; and it is an interesting question whether a child born at Ellis Island before the mother has been actually admitted, can claim American birth.

Those sheep that are black, to carry out the figure, are so certified by the doctors. The subsequent action by the Board of Special Inquiry is but to formally act on the decision of the medical staff. It can do nothing but exclude those that have favus, trachoma, or tuberculosis, or are insane or imbecile; and from such exclusion there can be no appeal.

Those that are speckled, whose right to enter is doubtful, because of some physical defect or because the Inspector believes them incapable of self-support on account of their age, or the size of

their family, their physical condition; or their coming in violation of the contract labor law, or for any other reason, - these are put aside for more deliberate examination by the BOARD OF SPECIAL INQUIRY

This Board consists of three Inspectors. They have a stenographer who reports the proceedings, and such interpreters as may be needed.

Some funny things are said before the Board. The immigrants' ignorance of American geography would be amazing were it not that the average American's is nearly as bad. One woman said that her husband was in a village nearby named Chicago. Another had a son in New York, and when asked why she failed to mention two daughters, said they lived such a long way off, "somewhere in Bath Beach". Still another didn't know where her husband was, but it was $10 from New York.

One of the Greek interpreters, himself a classic scholar, says that it grieves him to be waited on by Greeks who respond to the name of Demosthenes or Socrates or to have his shoes shined by one of them. The difference between us and the Greeks he says, is that in the University we sit at <u>their</u> feet, while in the boot-black parlor they sit at <u>our</u> feet.

Witnesses may appear in behalf of the aliens, and if the Board is satisfied that they are proper subjects for entry and that they are not likely to become public charges, are self-sustaining and have not come here under agreement to accept work, they are landed. If

the decision is adverse, an appeal may be had to the Secretary of ~~Commerce and~~ Labor at Washington, through the Commissioner, who acquaints himself with the circumstances in each case before the appeal is sent on. SOCIETIES of various nationalities and peoples have representatives at the Island to aid aliens in whom they are specially interested, and they help in making their appeal if they deem the case worthy. No charge is made for this.

If the immigrant must be returned, it is at the expense of the steamship company bringing him.

46 - GROUP HELD FOR DEPORTATION.

Those whose fate it is to be deported must excite our commiseration. How it affects those whose duty it is to carry out the decree is thus shown: The Inspector in charge was chiding an assistant one day for swearing in the presence of the unfortunate people he was taking to the steamer to be deported. "Don't you know", said he, "that you will go to Hell if you talk that way?" "Where else," replied the young man, "do you expect anyone to go who works at this end of Ellis Island."

Of course the number of deported is small when the entire immigration is considered, amounting only to ~~about 2x1/2~~ less than 2% of all who seek to enter; but as has been well said, to the individual concerned, it is 100%;- indeed it seems often like a life-sentence, when one comes here after having cut all the tap-roots of his old home and sacrificed everything to reach the United States, only to find himself forced back.

This passing under the shepherd's rod is not only for the well-being of the country, but of the immigrant himself.

As a rule no one is permitted to go out unless he has been here before and so knows his way, or has a good address to go to. The immigrant is not turned loose upon the country.

No young woman destined to New York City, unless a resident, is allowed to go out alone. Her friends must call for her, especially when they are men. If the Inspector in charge is not altogether satisfied, he discharges her to one of the societies spoken of, or sends the girl before the Board of Special Inquiry for closer examination and a record of the case. Thus many young women are kept from going astray.

Immigrants landing without sufficient funds to proceed or detained for the Board of Special Inquiry, are held in the building pending the receipt of transportation or the coming of friends.

47 - HERE IS A DETENTION ROOM FOR MEN.

48 - AND HERE IS ONE FOR WOMEN.

After their admission, immigrants who are bound for New York, pass through a long passage-way divided by railings, back of which their friends may be waiting, and recognizing them, proceed with them onto the ferry-boat Ellis Island, which lands them at the Battery.

49 - GOING ON THE BOAT.

50 - LANDING IN NEW YORK - AT LAST IN AMERICA.

51 - SOME OF THEIR BAGGAGE.

Those going by rail, unless it be to the Eastern States or to the South, and who begin their their trip by steamer like this long line of Italians, never touch the pavements of New York City. This is all the others see of New York City while detained on Ellis Island or when taken direct from there to the various railroad stations on the Jersey side of the Hudson to go West, South or North in special trains for the greater part of the trip.

VIEW OF LOWER NEW YORK FROM ELLIS ISLAND.

Here are several views showing them ready to go on the last stage of their journey.

All the immigrants who are detained are given, without cost to them, three meals a day. The food is clean, wholesome, ample in quantity, fresh and appetizingly prepared.

It is served in a well-lit dining-room, with tiled floors and walls. The tables, chairs and floors are clean as a pin. For the children there is an abundance of pure milk during the day and night, as between meals.

DINING ROOM

As you see here, there are roof gardens that in mild weather are thrown open to the immigrants.

ROOF GARDEN

The bed covering is daily sterilized by steam, so that all germs or vagrant insects are certain of destruction.

NEW DORMITORY SHOWING HOT & COLD WATER.

52 - DORMITORY.

53 - GENERAL HOSPITAL.

54 - CONTAGIOUS DISEASE HOSPITAL.

Ellis Island is a large institution. While the average number passing through it is about 3000 a day, or say 5,700 on a busy day, there are about 900 employes in all on the Island, and there are times when even this small army is hard-pressed. There are interpreters for pretty much every language or dialect spoken in civilization, and yet occasionally there comes along some outlandish dialect or some remnant of a well-nigh forgotten tongue that taxes the resources of the large staff.

And we see some strange people and some interesting types. Let me show you a few in their native costumes as they reach us. Here, first, are the extremes of immigration:

55 - THE RUSSIAN GIANT.

56 - THE BURMAH DWARF.

57 - ROUMANIAN SHEPHERD.

58 - RUTHENIAN WOMAN.

58 - SYRIAN WOMAN.

59 - LAPLAND WOMAN.

60 - NORWEGIAN GIRL.

61 - LITHUANIAN

62 - TYROLEAN PEASANT

63 - SLOVENIAN WOMAN.

64 - GREEK PRIEST.

65 - DUTCH CHILDREN.

66 - DUTCH WOMEN.

67 - ITALIAN SISTERS.

68 - ROUMANIA PEASANTS.

69 - COSSACKS.

70 - POLISH WOMEN.

71 - SYRIAN FAMILY

72 - ROUMANIAN FAMILY.

73 - RUSSIAN PEASANT FAMILY

74 - A GROUP OF GYPSIES.

I have skimmed along as rapidly as I could the work that is done at Ellis Island. I have not time to enlarge on the various features of interest, to tell of the lights and shadows that pass before the officers, and the amusing incidents and sad scenes that make up the daily life of the worker, of the many efforts put forth to protect the immigrant, the arrangements for purchasing his railroad ticket so that he will not be fleeced, and enable him to supply himself with food on the journey at a reasonable ~~xxxxx~~ charge, or the curious things that come along in the way of baggage. But I cannot help tell of a Russian Jewish family that passed through, fifteen in all, father, mother, 12 children, and 1 grandchild, with 4 children in Brooklyn, to whom they were going, 3 children in Russia, and 12 grandchildren, the man having also 10 brothers and sisters, all living, 6 of whom are here, and his father still alive in Russia at the age of 78.

75 - HERE IS THE FAMILY OF JAKOB MICHELSTADT.

They came on the Pretoria, and on the same trip were 3 other families going with them to North Dakota, 2 numbering 10 each and the other 11 souls.

BEST AVAILABLE COPY

PAGE(S) MISSING IN ORIGINAL

76 - English family of 9 children.

77 - German family of [illegible] children.

Abraham Lincoln once said that if we bought steel rails in England for $30. we had the rails and England the $30. Was it not better that we had the rails and the $30. too? That is a statesman-like utterance; and so long as we have within the bowels of the earth in our possessions the crude material wherefrom the iron may be made and the fuel needed for its conversion into rails, and have among us, thanks to our schools of learning, the brains to direct the work, we can well afford to extend a welcome to the workman so that we may keep the rails and the $30. too, and even sell some back to England.

But after we have admitted these people is our duty ended?

The material that came here up to thirty years ago was readily assimilated because the people had with us, a common ancestry, and we were allied with them by a common literature, or let us say two kindred literatures, the English and the German. They had the same thoughts, the same aspirations, the same ideals, the same culture. We were then entitled to no credit that they so soon became bone of our bone, flesh of our flesh. In fact, they were our brothers and sisters who simply were belated in coming to this new home. To-day it is otherwise. Our remotely related cousins are now coming. They have not had the same advantages as our forefathers; their native governments have not treated them kindly; their tastes differ from ours; their language is strange, their manners are uncouth. They

eed to be polished a bit before we can admit them to our famil. ircle; before citizenship can be conferred upon them. But we need hem. They have qualities that make them useful members of the body olitic. It is for us to recognize that we owe them a duty - that of eveloping the highest manhood that is within them. In doing that e will also develop the truer manhood that is within ourselves; and et us not deceive ourselves and with a self-satisfied look insist hat they have nothing to give in return.

That is a fallacy. Above all, let us remember, that as yet the American, as a distinctive racial type has not manifested himself. e is now in the making, and what time will develop will depend largely on how wisely we direct the elements for good that are in- erent in the coming people: the immigrants from every land, the trangers within our gates.

Joseph H. Choate recently said: "The Americans of the future re going to be made up of all the strains of the foreigners who are ow living in this country."

Prof. Giddings says: "The American race has been absorbing oreign races and fusing foreign blood since the earliest days of it. xistence; and instead of growing weaker the nation has thriven in e process."

James Bryce in his great work says: "New elements, hitherto epresented in the American people, and unlike the Teuton or the elt, have now been added. The American people of the future ill be an amalgam from a much greater number of component elements

than had entered into it theretofore."

Under the new conditions that face us our typical picture of Uncle Sam with his New England chin whiskers and gaunt figure will have to give way to a more robust character, even if the typical Yankee be lost in the transition.

On this point I will give in conclusion the following poem of Miss Minetta Lowater which appeared in the New York "Sun."

"THE IMMIGRANTS.

"Our Uncle Sam's a kindly man --
He said to all who roam,
"Come hither , stay with me a while,
And I'll give you a home."
And when he called, from other lands,
There came a motley crew;
His farm they coveted, and so
The long procession grew.

A fine domain had Uncle Sam,
Beneath a kindly sun;
To each he gave a slice, and then
They bade their cousins come.
His children cried: "Stop, father, stop.
What will our children do,
If you their birthright give away
To each who asks of you?"

"You're sturdy lads - just hustle 'round,
And each one help his brother;
And when they crowd you from one place,
Why, then, just try another."
So some went off to Canada,
And some to Mexico,
Some to the islands of the seas,
And some to -- Jericho.

And still they come - like some mad stream
In its tempestuous flow;
Poor children of the Puritans,
You've surely got to go.
In some museum soon you'll find -
Or in some traveling show -
One Yankee and one Indian,
And one last Buffalo.

#

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
BALTIMORE, MD.

RECEIVED
BUREAU OF IMMIGRATION
OCT 31 1913

No. 1731.

October 8, 1913.

Commissioner-General of Immigration,

Washington, D. C.

Receipt is acknowledged of yours of the 3rd instant, #53371/74, relative to employes discussing with representatives of the press matters arising out of the enforcement of the immigration and Chinese exclusion laws, all of which has been carefully noted.

Shortly after I became Commissioner such instructions were issued by me and the employes at this station were instructed that any information to be given out would come through the Assistant Commissioner or myself. So far as I know this rule has been rigidly adhered to.

Benjamin Sherman
Commissioner.

bns-ni

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
SEATTLE, WASH.

No. 4201.

RECEIVED
BUREAU OF IMMIGRATION
OCT 21 1913

October 16, 1913.

53571/74

Commissioner-General of Immigration,
Washington, D. C.

Acknowledgment is made of the receipt of Bureau letter No. 53571/74 of the 3rd instant, instructing that the matter of giving information to the press shall be kept strictly under the control of superior officers in charge of districts or stations and that the latter shall exercise a wise discretion to the end that the newspapers shall not be furnished with any information which might be a detriment to the service.

Ellis D. Bruce
Commissioner.

L/D.

Spl. 427

LETTER OF ACKNOWLEDGMENT

Department of Commerce and Labor

IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 1418.

COMMISSIONER OF IMMIGRATION
PHILADELPHIA IMMIGRATION STATION
GLOUCESTER CITY, N. J.

RECEIVED
BUREAU OF IMMIGRATION
OCT 9 - 1913

October 8, 1913.

Commissioner-General of Immigration,
Department of Labor,
Washington, D. C.

Sir:

The receipt of your letter dated 3rd inst., No. 53371/74, in relation to furnishing information to newspaper writers, etc., is hereby acknowledged. The force at this station will be instructed in the premises.

Respectfully,

Geo. J. Kolgas

Commissioner.

11—4807
JAE

DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON

53371/74 October 8, 1913.

To ALL COMMISSIONERS OF IMMIGRATION
and
INSPECTORS IN CHARGE.

The Bureau's attention has been directed to the fact that the practice has prevailed among some of the employes of the immigration service to discuss with representatives of the press matters arising out of the enforcement of the immigration, or Chinese-exclusion laws, and also to furnish material to newspaper and magazine writers with which to prepare articles dealing with such subjects and in particular with smuggling operations.

In the Bureau's judgment this practice cannot be indulged with propriety and safety, and it desires that the matter of giving information to the press on any subject arising officially or otherwise in the respective divisions of the service shall be kept strictly under the control of superior officers in charge of districts or stations and that the latter shall exercise a wise discretion in this regard so that the newspapers shall only be furnished with what is proper and that the publication of news with respect to immigration matters may be made a benefit rather than a detriment to the service. Violations of this admonition should be reported to the Bureau for appropriate action.

EXACT COPY AS SIGNED BY A. CAMMERETTI
MAILED 10/7 BY
Commissioner-General.

AWP-H

INDEX

OCT - 9 1913

RECEIVED

DEPARTMENT OF COMMERCE AND LABOR
Bureau of Immigration and Naturalization
WASHINGTON

Division of information

September 16, 1913.

Canon L. Green,
Inspector in Charge,
Information Branch, Immigration Service,
17 Pearl Street, New York, N. Y.

You are directed to attend the sessions of the New Orleans Association of Commerce at New York as a representative of the Department of Labor for the purpose of participating in and reporting upon the deliberations thereof. The sessions will be held at the Waldorf-Astoria, commencing at 10 a. m., Wednesday, September 17, 1913. Insofar, however, as you participate, it is to be by way only of giving to the Conference such appropriate information regarding immigration problems as your experience especially qualifies you for, and as may properly receive publicity at this time. You are not to commit the Department to any kind of policy, special or general, nor to involve it in any way as a participant in the Conference, whether by approval or disapproval. As a representative of the Department you are to be a "listening delegate" except for purposes of information and courtesy.

Assistant Secretary.

Copy for Bureau Files/

FOR ORIGINAL OF ABOVE, SEE FILE No. 53108/73.

DEPARTMENT OF LABOR

10/4/13

53371-74

Mr. Caminetti:

Is this all right? Or should I add a warning that any disregard of this order will result in prosecution? Please advise.

A. Post

Immediate attention requested by Bureau officials.

No. 203
Ed. 5-13-13—200,000

...PERS ON FEBRUARY 19, or THEREAFTER.

...ERCE AND LABOR
...on.

COUNTRY.

...ed Deported to
Abroad.

...912.—Warrants for deportation have been
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...hen, Sarah McArse, Jakob Konig, Flores
...nd John Asumakopoulos, Dominico and
...; Fedor Schurubia, at Shelton, Conn.;
Patrick Geraghty, at Marshalsea, ...; Edward Berg, at Dunning, Ill.; W. Potthast, at Milwaukee, Wis.; Paul Samit, at Worcester, Mass.; Joseph Stanley Smith, at Seattle, Wash.; Roland Clement Fournage, at Los Angeles, Cal.; and Giovanni Battista Minniti, at Detroit, Mich.

Deportation proceedings were suspended for six months in the case of George D. Graghis, alias Grachis, at Chicago, and Mrs. Marion Matzas, alias Graghis, alias Stefano, at New York City.

The Graghis case grew out of a complaint that many Greek musicians, after being in this country a year or two, return to Greece and procure female dancers who accompany them back to the United States. White slavery and immorality also were charged. The inspector in charge at Chicago was directed to have the matter investigated. Names and addresses were furnished by the informant. George Graghis was given a hearing and admitted having brought Mrs. Maria Matzas, alias Graghis, a singer and dancer to this country in 1909. Haritos and Eline Christodoulos were also found but

53371-14

RELEASED FOR USE BY MORNING PAPERS ON FEBRUARY 19, or THEREAFTER.

DEPARTMENT OF COMMERCE AND LABOR
Washington.

NOT WANTED IN THIS COUNTRY.

------0-------

Undesirable Aliens Ordered Deported to
Their Homes Abroad.

----o----

Washington, D. C., February 17, 1912.--Warrants for deportation have been issued by Acting Secretary Cable of the Department of Commerce and Labor in the cases of Alexander Gross and Martha Gross, Rosie Cohen, Sarah McArse, Jakob Konig, Flores Verghis, George Anastassopulous, Constantino and John Asumakopoulos, Dominico and Annunziata Scatizzi, detained at New York City; Fedor Schurubia, at Shelton, Conn.; Patrick Geraghty, at Marshalesea, Pa.; Edward Berg, at Dunning, Ill.; W. Potthast, at Milwaukee, Wis.; Paul Samit, at Worcester, Mass.; Joseph Stanley Smith, at Seattle, Wash.; Roland Clement Fournage, at Los Angeles, Cal.; and Giovanni Battista Minniti, at Detroit, Mich.

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Not wanted in this country. -2-

exhibited a foreign marriage license. Theodore Karrocoradatos and his alleged wife Agelike; George Ross, Marika Dolina, and the latter's supposed husband, Apostatos Klovos, were traced to New York. Ross was already wanted, and a warrant issued for hi him, by the immigration authorities. Crist Lamprinopolis and Vaselo Esagelas, his alleged wife, were believed to be then in Kansas City, Mo.

The present official action relates only to the Graghis case. The woman is given six months time in which to secure a divorce from the husband who abandoned her in Greece. Then, if Graghis marries her, it is unlikely there will be further deportation proceedings against either. The other cases are pending.

W. Potthast, alias Karl Vogt, of Milwaukee, Wis., confessed he fled from Germany, October 4th last, because he embezzled 17,000 marks while employed as a teacher and as accountant of the school funds at Bavenhausen. He testified that when he left home he went to Monte Carlo in the hope that he might win enough to replace the embezzled money. He won 4,000 marks the first day's play but finally he lost that amount and all but 400 marks of the money he had brought with him. Want of employment, lack of funds, homesickness, longing for his family, and repentence of the deed committed, induced him to make a confession January 28th last at Milwaukee.

Joseph Smith, detained at Seattle, Wash., effected entry at Bellingham, Wash., on January 29th last. The immigrant inspector learned he is an Englishman and had admitted committing two thefts while in British Columbia. He also confessed having deserted from the British bark, "Elginshire" at Seattle in 1910. His deportation will be accomplished by permitting him to re-ship on some foreign-bound vessel.

Giovanni Minniti, a native of Southern Italy, was arrested by the police in Detroit, December 8th last, charged with being a member of the "Black Hand" society and carrying concealed weapons. Although only a laborer, unable to read or write the

Not wanted in this country. -3-

English language, he had $660 and a bank book in his pockets. It was found later that he had held up another Italian and extorted $100 from him. He met the complainant on the street, and with a pistol concealed in his pocket compelled the man to march ahead and draw the money out of bank. The prisoner all this time had the concealed gun pressed close against his victim's back. He was given from 5 to 15 years in Marquette prison. If released from custody he will be deported.

In the case of Rosie Cohen it is held that she is here in violation of the law. She has already become a public charge. Rosie is only 14 years old but she is an epileptic and also is mentally defective. She and her father came from Greece in 1910 but were excluded. Afterwards he died in Greece. The mother and three other daughters are here. They insist that there is no relative in Greece to whom Rosie can go. Under the circumstances the Acting Secretary is disinclined to separate her from kith and kin but the law is mandatory in such cases as she belongs to the compulsorily excluded defective class. Deportation will be delayed until March 15th next, or the first sailing thereafter, in order to give her mother an opportunity to provide for her care in Greece.

Patrick Geraghty, Fedor Schurubia, Jakob Konig, Paul Samitz, Edward Berg and Dominico and Annunziata Scatizzi have become public charges within three years of the date of their entry into the United States, from causes existing prior thereto.

Sarah McAree was one of the excluded class when she landed, being likely to become a public charge. She admitted having exchanged love letters with her uncle-in-law soon after she reached these shores and her aunt, discovering her niece's duplicity, took steps to have her deported. She will be returned to Castleblayney, Ireland, where her parents reside.

Although of the same surname, Alexander and Martha Gross, of Germany, are neither married nor related, but the woman has left her lawful husband Richard, and, once before, Alexander and she were deported, as the ties which bind them also make them members of the excluded class. Contemplated criminal prosecution under the law making it an offense to return after deportation was abandoned.

The charge of "white slavery" brought against Roland Clement Fournage was sufficiently proved at the hearing of his case and he is ordered back to France.

Flores Verghis, Georges Anastassopulous, and Constantine and John Asumakopulos are alien contract laborers, induced to come here from Greece. As this class is excluded by law they must be deported.

0

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53371/74. February 17, 1912.

Chief Clerk,

Department of Commerce and Labor.

S i r :

The Bureau desires to acknowledge the receipt of your letter of the 13th instant, calling attention to the provision which has been made for the continuance, to a limited extent, of the publicity work of the Bureau of the Census.

Respectfully,

(Signed) Danl. J. Keefe.

Commissioner-General.

M-IHB

New

3.7.1.

74

DEPARTMENT OF COMMERCE AND LABOR
OFFICE OF THE CHIEF CLERK
WASHINGTON

February 13, 1912.

Sir:

The publicity work of the Bureau of the Census will be continued on a moderate scale for the remainder of the present fiscal year under Mr. Osgood, the news stories will practically all be prepared on the mimeograph or multigraph and the stories will be circulated somewhat less widely than before. Under the modified scheme Mr. Osgood will be able to give a portion of his time to the work of the Department generally and the Director of the Census is willing that he should do this. I have arranged for the necessary details of this work of the Department and when you desire to give out something you may communicate with Mr. Osgood as heretofore. The Census Bureau will not bear any of the expense of such work except Mr. Osgood's salary.

Respectfully,

A. M. Osgood
Chief Clerk.

The Commissioner-General of Immigration.

P-W

Acknowledge receipt

B

February 5, 1912.

53390/159

Commissioner of Immigration,

Ellis Island, N. Y. H.

Sir:

** *

In this connection the Bureau might call your attention to the fact that the Department has just completed an arrangement whereby one of its officials, experienced in newspaper work, has been designated as a "publicity agent" for the purpose of getting into the papers of the country stories narrating correctly, and in sufficient detail to be intelligible, interesting occurrences arising in connection with the work of the various Bureaus. This "publicity agent" is to visit the Bureau of Immigration and Naturalization every day or so. It might be well for you to avail yourself of this means to place before the public correct statements with regard to Ellis Island incidents.

Respectfully,
(SGD) Danl. J. Keefe
Commissioner-General.

FOR THE ORIGINAL OF THIS LETTER SEE FILE 53390/159.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53371/74 December 4, 1911

Chief Clerk,

Department of Commerce and Labor.

Sir:

The Bureau is in receipt of your letter dated November 24th, calling attention to the arrangements that has beenmade for publicity service in this Department and the plan has been brought to the attention of the various officers likely to be affected thereby.

Respectfully,

(Signed) Daniel J. Keefe

Commissioner-General.

WW

DEPARTMENT OF COMMERCE AND LABOR

OFFICE OF THE CHIEF CLERK

WASHINGTON

371/74

November 24, 1911.

Dear Sir:

I send herewith a copy of a letter dated September 14, 1911, addressed to the Secretary by Mr. Whitman Osgood, Expert Special Agent of the Census Bureau, who for the present will have charge of the Department's publicity service.

This letter contains a set of regulations to be followed in connection with the publicity service. These regulations have received the Secretary's approval and I am sending them to you by his direction. The service will begin on Monday, November 27, instead of Monday, November 20, as stated in the letter.

Noted by A.L.P.

Noted Ros

Read to A.L.K.

Noted T.V.P.

Very truly yours,

Chief Clerk.

The Commissioner-General of Immigration.

11/24/11

Enclosure
P-W

Department of Commerce and Labor
BUREAU OF THE CENSUS
Washington

November 14, 1911.

Mr. Robert M. Pindell,
Chief Clerk, Department of Commerce and Labor,
Washington, D. C.

Sir:

Agreeably with your request, I have the honor, in connection with the extension of the publicity service of the Bureau of the Census to certain other Bureaus of the Department, to suggest the promulgation of a notice, or order, embodying the following suggestions:

1. The constantly increasing variety, volume, and value of the scientific data and practical information collected by this Department, in accordance with law, and the failure of existing news agencies to handle this output as directly, widely, and extensively as its public importance and usefulness apparently demands, make it necessary for this Department to provide a news-distributing agency of its own. This is to be accomplished for the present by the extension of the publicity service of the Bureau of Census to include all bureaus and services in this Department, except those of Corporations, Manufactures, and Statistics. The Census Bureau's experience during the past 2 1/2 years has conclusively demonstrated that all classes of papers all over the country will give special prominence and liberal space to printed articles of Governmental information, written in popular form, and mailed direct to them. By imposing a "release" obligation defining the particular class of papers served and the day and date of publication for each article, all the papers receiving it are put on a parity with each other, "scooping" is eliminated, an even division between the two principal classes of daily papers can be maintained, and the widest, most direct, and generally satisfactory dissemination of Departmental statistics and information continually secured. Removal from the mailing list, either temporarily or permanently, is found a sufficient penalty for a willful violation of the "release date" and satisfactorily deters other papers from committing the same offence. As a matter of fact, the Census Bureau has had remarkably few pre-

meditated violations, as the newspapers in general are disposed to respect confidences reposed in them.

II. The extension of the service to take effect Monday next, November 20th, under Whitman Osgood, Expert Special Agent, Bureau of the Census, Room 22, Census Building.

III. On and after that day the chiefs of the bureaus, included will be advised from time to time by the publicity agent regarding the handling by the publicity service of information contained in their forthcoming publications and the greatest care should be exercised thereafter, to prevent such publications from being prematurely announced or summarized in any unauthorized way calculated to interfere with the general and uniform distribution of the news.

IV. All applications from Press Associations, Correspondents, or other newspaper-men for interviews or information on Departmental subjects already selected for publicity work are to be referred to the publicity agent for action, but when, in any case, he has completed his distributive work, then the Bureaus themselves are at liberty to supply whatever additional details may be requested by newspaper-men. The publicity agent will as a matter of course cooperate in extending every facility and all the assistance in his power.

V. All replies to letters, etc., from other Departments, public officials, private firms, or individual persons, asking for special and advance information upon matters which are, or might become, subjects for newspaper summaries, etc., are to contain the written injunction that public use is not to be made of the data within 14 days from the date of the reply by the Bureau concerned and a carbon copy of each reply, and of whatever data are furnished, is to be sent at once to the publicity agent.

VI. In order to compensate for the usually unavoidable delays in the publication of official summaries, bulletins, reports, etc., and to "short-cut" to the public through the press the essential contents of such Departmental publications, in a way calculated to insure direct, widespread, and trustworthy publicity, as soon as the facts and figures relative to each subject are available, a press summary is to be prepared for and furnished the publicity agent, according to such form and length and at such time in advance of the official publication as the publicity

agent may determine upon being notified of the readiness of date for press use.

VII. All press summaries, articles, etc., as finally shaped by the publicity agent, are to be forwarded by him, before having them printed and distributed, to the Bureaus from which they emanate in order to have statements of fact and statistical figures accurately verified by the Bureau chiefs, and after this has been done, and "OKs" attesting this process have been affixed, then the publicity agent will secure the approval of the Secretary, the Assistant Secretary, or the Chief Clerk. Proofs will be furnished and further verifications made, and "OKs" given again, before the publicity agent will fix the release date controlling the publication of each issue.

VIII. A limited number of each press summary will, upon request, be supplied to the Bureau directly concerned for advance distribution among responsible firms and persons deserving such consideration subject to the same release restrictions as bind the newspapers.

IX. In every case the publicity agent will act solely in the interest of the Department and he will be pleased at any time to make necessary exceptions to such rules as are subject to his discretion.

X. The publicity work will also comprise special articles, illustrated stories and syndicate matter, and Bureau chiefs should facilitate as far as possible the preparation of such press work.

XI. Instructions relative to the proper method of accounting for time and cost should be delivered to the divisions involved.

Very respectfully,

(SIGNED) WHITMAN OSGOOD

Expert Special Agent.

...COPY...
ebb

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53371

SUBJECT: 18 § 74-6

53171/74-A

February 7, 1920.

RECEIVED
OCT 16 1930
CORRESPONDENCE
DIVISION

Council of National Defense,
Research Division,
Washington, D. C.

OCT 17 1930

MAY 12 1959

Gentlemen:

The Bureau acknowledges the receipt of your letter of December 8th, 1919, which had become mislaid in the files, and has to advise that your Mr. W. F. Long will be given the same opportunity to obtain news through personal interviews with the Commissioner General as is accorded other accredited representatives of the press.

Very truly yours,
For the Commissioner-General:

Assistant Commissioner-General.

Referred to
Int Commerce
ok. AV

MAC:SHH

nice

THE SECRETARY OF WAR, CHAIRMAN
THE SECRETARY OF THE NAVY
THE SECRETARY OF THE INTERIOR
THE SECRETARY OF AGRICULTURE
THE SECRETARY OF COMMERCE
THE SECRETARY OF LABOR

RECONSTRUCTION RESEARCH DIVISION

COUNCIL OF NATIONAL DEFENSE
WASHINGTON

8 December, 1919.

1919 DEC 10

My dear Sir:-

The Daily Digest of Reconstruction News, issued by the Research Division of the Council of National Defense, enters upon its second year under a policy which aims to reflect the main reconstruction issues of the day as expressed by the Government and by the economic world in the second year of the armistice.

To extend the value of the Government information disseminated by the Daily Digest, now chiefly obtained through published Government reports and daily news "releases", we believe that occasional personal interviews with the various chiefs of Government bureaus granted to a representative of our staff will be the means of securing for this daily interdepartmental bulletin matter of high constructive and reconstructive value to other Government departments and to those outside the Government conderned with the economic problems of the day.

The Daily Digest of Reconstruction News will be represented in this capacity by Mr. W. F. Long. We ask for him your cooperation in his endeavor to secure such information as will be of value in the above connection.

Very truly yours,

S. H. Walker

Editor, Daily Digest of Reconstruction News,
Research Division.

A. Caminetti, Commisoner General,
Bureau of Immigration,
Dept. of Labor,
Washington, D. C.

COUNCIL OF NATIONAL DEFENSE
Reconstruction Research Division

December 9, 1919

DAILY DIGEST OF RECONSTRUCTION NEWS

No. 302

Notice to Government Officers: The Council would appreciate having any inaccuracies or omissions in this inter-departmental memorandum called immediately to its attention, as due to time limitations this material has not been fully officially verified.

(Second Industrial Conference Reported on Page 4.)

Executive

1. President Wilson, in letter to Senator Fall Dec. 8, outlined his view regarding Congressional action on Mexican situation.

2. White House Dec. 8 issued formal statement expressing hope that controversy between miners, operators, and the Government will be satisfactorily settled in a conference at Indianapolis to-day.

Congress

1. House Military Subcommittee, headed by Representative Anthony (R.), Kansas, in framing Army Reorganization bill decided on a peace-time regular army of 300,000 men and 18,000 officers. Number of combat troops was fixed at 250,000.

2. Senator King (D.) introduced resolution Dec. 8 proposing an immediate reduction in number of employees of Government in Washington by 40,000.

Treasury Dept.

Public Health Service issues Public Health Reports, of date Nov. 28. Contents includs: Value of Detention as a Reconstruction Measure; To-day's World Problem in Disease Prevention.

War Dept.

1. Statistics Branch, General Staff, issues statement on estimated strength of Army, Dec. 2, 1919. Officers number 16,797; enlisted men, 207,039. Figures do not include nurses and Army field clerks.

2. Statistics Branch, General Staff, issues statement on monthly rates of British, French, Belgium, Italian and German exchange, as of date Dec. 8.

3. Office of Director of Sales announced Dec. 8 that Department has consummated sale of Explosives Plant at Nitro, W. Va., to Charleston Industrial Corporation, on its bid of $8,551,000.

Navy Dept.

Received Dec. 9 Annual Report of the Secretary of the Navy. 148 pages. States that the United States Navy emerged from the late war stronger in ships, men, and munitions, than any foreign nation, except England. On that point Secretary Daniels says: "Organization of the fleet into two grand divisions gives us ample defense in the Pacific as well as in the Atlantic". Report emphasizes work of the Navy in aiding in the transporting home of 2,000,000 men after the armistice.

Interior Dept.

1. U.S. Geological Survey issues statement on crude petroleum marketed in the United States in 1918, in barrels of 42 gallons.

2. U.S. Geological Survey issues summary of crude petroleum statistics for October, 1919, and preceding months. Gives summary of quantity of crude petroleum produced, consumed, imported, exported, and held in storage in United States in October, 1919, and preceding months, for fields east of California, based on reports filed with Survey by pipe line, marketing, and refining companies.

Interior Dept. (Cont'd)

2. Received weekly report on production of bituminous coal, anthracite and beehive coke, compiled by Geological Survey Dec. 6.

Agriculture Dept.

Department announces publication of bulletin on Commercial Dutch Bulb Culture in the United States. States that this country uses every year, in normal times, about $2,000,000 worth of bulbs and has produced hardly $25,000 worth of Dutch bulbs in any one year, despite the fact that few plants are more widely adapted and few crops more easily grown than bulbs.

Commerce Dept.

1. Acting Secretary of Commerce Sweet stated in address before Southern Commercial Congress, Savannah, Ga., Dec. 8, that the importance of foreign trade has now come to be appreciated by the people of the United States as never before. Stated that all records have been broken by volume of our exports and enormous trade balances in our favor. Stated that error must not be made of supposing that foreign trade is a purely selling proposition. In long run there should approximately be a balance between our exports and imports.

2. Bureau of Navigation reports 143 sailing, steam, gas, and unrigged vessels of 347,081 gross tons built in United States and officially numbered during November.

Civil Service Commission

Commission issues table giving number of employees in executive civil service in District of Columbia on Apr. 1, 1917; Nov. 11, 1918; July 1, 1919, and subsequent dates. Table shows number of employees in each department of the Government service.

Federal Reserve Board

1. Board issues weekly statement of debits to individual account, reported through Federal Reserve banks by over 150 of more important clearing houses. Transactions cover weekly periods ending Dec. 3 and Nov. 26, 1919, and in case of most reporting centers also weekly period ending Dec. 4, 1918.

2. Announcement is made that under arrangement made between the Treasury and Federal Reserve Board, standard silver dollars that are free in the Treasury will until further notice be delivered against other forms of money to the Division of Foreign Exchange of the Federal Reserve Board, which will, through the Federal Reserve Bank of New York, cooperating with the branches of American banks in the Orient, employ such dollars in regulating our exchanges with silver standard countries.

Railroad Admn.

1. Fuel Administrator Garfield Dec. 8 issued order giving Railroad Administration authority to issue regulations covering delivery, use and consumption of coal, coke or other fuel or of power generated or produced by the use or consumption of coal, coke or other fuel.

2. Railroad Administration announced Dec. 8 sweeping reduction in train service in Eastern Region that is to go into effect tomorrow because of shortage of bituminous coal.

Shipping Board	Chairman Payne addressed Southern Commercial Congress, at Savannah, Ga., Dec. 8, on subject, "American Merchant Marine and What Must be Done To Permanently Establish It". Stated that purpose of Board is to establish a permanent American Merchant Marine.
Americanization	M. A. Sturges, Chief U. S. Naturalization Examiner, New York State, writes under title, "Naturalization Defects", in New York Times, Dec. 7.
Commerce	Consul Chester Martin, at Toronto, writes of Canadian exports of hides, leather, and leather goods, in Commerce Reports, Dec. 2. Gives table showing value and destination of exports of hides and skins, and leather and manufactures of leather from Canada for September, 1918 and 1919, and for 6 months ended September, 1918 and 1919.
Communication	Dispatch from Stockholm states that Karlsborg Radio Station, largest in Sweden, which has lately begun service with many countries, including regular communication with England and Germany, will establish a regular service with America upon completion of a test with an American station outside New York.
Convention	Fifteenth Convention of National Rivers and Harbors Congress convenes to-day in 3-day session at Washington. Twelve hundred delegates from all parts of United States will be present. Convention is to decide upon specific provisions and exact language in legislation needed to protect and develop water transportation, and to obtain cooperation between railways and waterways.
Education	Announced in New York Times that Rockefeller Foundation has spent $15,050,202 in 1918, of which $11,105,226 went for war work, $1,255,990 for study and prevention of diseases and $2,419,866 for medical education.
Fuel	Announced in Wall Street Journal that several million tons of coal have been displaced by fuel oil in New England out of total annual coal requirements of 60,000,000 tons in that section. Stated that this displacement of coal refers only to industrial users, and does not include domestic consumers.
Health	Announced that Dr. Watson S. Rankin of Raleigh, N.C., president of American Health Association, says that of country's population of 110,000,000 only 19,500,000 are in full vigor.
Industrial Readjustment	Sir Henry Drayton, Canadian Minister of Finance, in address on "Some Canadian Reconstruction Problems" before annual convention of Association of Life Insurance Presidents at New York Dec. 4, urged larger American purchases and investments in Canada as a means of overcoming present depreciation in Canadian exchange.
Labor	1. According to J.P. Holland, President, N. Y. State Federation of Labor, who has completed tour of country, American workman will not consider decrease in wages for at least 5 years.

Labor (Cont'd)

2. Announced from New York Dec. 8, that professors and instructors in 16 New York State universities and colleges have organized a union affiliated with American Federation of Labor and issued invitation to their colleagues to join organization.

Sugar

Sugar Equalization Board announced Dec. 8, that 50,000,000 pounds of beet sugar are being shipped into territory east of Pittsburgh and Buffalo and north of Virginia.

Trade Relations

Carl Frisk, a Swedish banker who attended International Conference of Finance at Atlantic City, in summarizing his impressions of that Conference in interview published in Stockholm, stated that the proceedings made clear to Americans the impossibility of isolating America from Europe and European concerns and social movements. He said that Americans have come to realize necessity of restoring economic balance of Europe.

Women

Announced that South Dakota has ratified Federal Woman Suffrage Bill, being twentyfirst State to do so.

F O R E I G N

Industrial Readjustment

French Ministry of Labor publishes in Journal Officiel of Nov. 1 a series of statistics dealing with industrial activity, from labor point of view, in liberated regions of Northern France. According to inquiries made by representatives of Ministry of 1,986 industrial establishments which were working prior to the war, it appears that 1,027 firms had resumed activity on Sept. 1, 1919.

Labor

1. Dispatch from Madrid received at Department of State Dec. 8 reports a number of strikes in Spain.

2. Announced that Berlin city Government is aiding striking metal workers in Berlin suburbs who refuse to resume work, although suffering from lack of money and food. Stated that the majorities have forced through the Common Council a provision whereby the community will advance 50,000 marks to buy food for the people's kitchens.

Politics

Tokyo Jiji outlines platform of movement for Japanese political reconstruction organized by group of editors, members of House of Representatives, and nobility. This includes universal suffrage, overthrow of bureaucratic diplomacy, abolition of distinction between peers, knights, and commoners, establishment of democratic government, revision of revenue system, public recognition of labor unions, guarantee of national living, abolition of formal and conventional education, reform of colonial administration and overhauling of Imperial Household Department.

State

Announced from London Dec. 6 that House of Commons passed third reading of India bill giving measure of self-government.

S P E C I A L

Second Industrial Conference

Announced Dec. 8 that Henry R. Seager, professor of economics at Columbia University, and during the war secretary of Shipbuilding Labor Adjustment Board, has been appointed Executive Secretary of Second Industrial Conference. Conference met but once yesterday, continuing discussion of machinery for industrial arbitration.

53371
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DEPARTMENT OF LABOR
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

April 29, 1918.

IMMIGRATION
APR 30 1918
RECEIVED

MEMORANDUM TO THE BUREAUS:

Your attention is directed to the memorandum of October 8, 1917, requiring the release of all news statements through a Departmental news release office, and to the memorandum of January 18, 1918, transferring the news release office to the office of the Assistant Secretary.

While some of the Bureaus are observing this rule, others are disregarding it. Your attention is therefore again directed to the above memoranda with the request that they be complied with hereafter. All matter submitted should be sent to the office of the Assistant Secretary in duplicate. One copy will be returned to you if approved, with notation. The other will be retained for the Assistant Secretary's file.

Louis F. Post

Assistant Secretary.

53371/74-A

January 29, 1918.

OFFICE OF ASSISTANT SECRETARY
RECEIVED
JAN 30 1918
DEPARTMENT OF LABOR

Roger O'Donnell, Special Immigrant Inspector,
Bureau of Immigration.

You are hereby designated to prepare brief notice of news items for transmittal to the Chief Clerk of the Department of Labor for use by the News Release Service there. By this it is not intended that any action concerning immigration proceedings pending on appeal from the districts or any action taken thereon shall be included in news items unless instructed so to do by the Department or the Commissioner-General's office. All other items of news, before being transmitted to the Chief Clerk, shall be submitted to the Commissioner-General, or officer acting in his place, for initial by him or such other officer.

EXACT COPY AS SIGNED BY A. CAMINETTI
MAILED 1-31 BY D

Commissioner-General.

Approved:

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED 1-31 BY D

Assistant Secretary.

DEPARTMENT OF LABOR

R.O.D

Rec this 3
letters next
hereunder —
Hoffman +
McGraw an act
the service.
Note new appointment
in place of Hoffman
+ under same
conditions for
Mr R O Donnell.

No. 204
Ed. 2-9-17—300,000

Jan 26/18

DEPARTMENT OF LABOR
OFFICE OF THE CHIEF CLERK
WASHINGTON

54321/21

January 18, 1918.

RECEIVED
JAN 19 1918
IMMIGRATION

Commissioner General of Immigration:

In view of the fact that the Assistant Secretary's office has been relieved of a part of its burden by the organization of the U. S. Employment Service, the News Release office is again placed under his supervision, restoring in effect Section I, Article VI, Part IV, of the Regulations of the Department of October 15, 1915.

By order of the Secretary,

S J Gompers

Chief Clerk.

Gr

Mr Cannnetti:-
Please note
AHH 1/26/18.

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
DIVISION OF INFORMATION
WASHINGTON

IN ANSWERING REFER TO
No. 53371/74A

RECEIVED
DEC 3 1917
BUREAU OF IMMIGRATION

October 11, 1917.

MEMORANDUM FOR THE ASSISTANT SECRETARY:

On receipt of the Assistant Secretary's memorandum to the Bureau in regard to the news service, I have designated Mr. C. T. Hoffman, of the Bureau of Immigration, and Mr. J. L. McGrew, of the Division of Information, to furnish news items that may be reported to the News Release Service of the Department. As to the statement to the effect that news is being given out before having passed the News Release Office, it cannot apply to this Bureau as I have not talked with the reporters or representatives of newspapers for a long time concerning official matters of any kind, nor have I any knowledge that any officer of the Bureau or Division of Information has done so.

I herewith transmit copy of my designations made to Mr. Hoffman and Mr. McGrew for your approval before delivery of the original order to them. In explanation of the exemption in reference to cases, I desire to state that it has never been the policy to give out statements as to cases, hence the exclusion of these in the designation made for Mr. Hoffman. The Bureau awaits your pleasure on the same.

A. Caminetti
Commissioner-General.

C-Ph

Noted Oct 13/17 L.F.P.

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
DIVISION OF INFORMATION
WASHINGTON

IN ANSWERING REFER TO
No. 53371/74A

October 11, 1917.

J. L. McGrew, Assistant Chief,
Division of Information,
Bureau of Immigration.

You are hereby designated to prepare brief notices of news items for transmittal to the Chief Clerk of the Department of Labor for use by the News Release Service there. Items of news that in your judgment may properly be given out for publication shall be initialed by the Chief of the Division, in person, and before being transmitted to the Chief Clerk shall be submitted to the Commissioner-General, or other officer acting in his place, for his initial.

A. Caminetti
Commissioner-General.

C-Ph

Approved Oct 13/17
J. L. M.

Mailed 10/15/17

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
DIVISION OF INFORMATION
WASHINGTON

IN ANSWERING REFER TO
No. 53371/74A

October 11, 1917.

C. T. Hoffman,
Bureau of Immigration.

You are hereby designated to prepare brief notice of news items for transmittal to the Chief Clerk of the Department of Labor for use by the News Release Service there. By this it is not intended that any action concerning immigration proceedings pending on appeal from the districts or any action taken thereon shall be included in news items unless instructed so to do by the Department or the Commissioner-General's office. All other items of news, before being transmitted to the Chief Clerk, shall be submitted to the Commissioner-General, or officer acting in his place, for initial by him or such other officer.

A. Caminetti
Commissioner-General.

C-Ph

Approved Oct 13/17 L. F. P

Noted CTHoffman

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DEPARTMENT OF LABOR

OFFICE OF THE ASSISTANT SECRETARY

WASHINGTON

BUREAU OF IMMIGRATION:

October 8, 1917.

TO the BUREAUS:

Your attention is called to the following facts with reference to the release by the Department of Bureau news for publication.

By memorandum of July 12, 1914, the Secretary requested of the Bureaus that they respectively designate an official to compile daily such information as might have news value and submit the same for release to the Assistant Secretary:

The substance of this request was afterwards embodied in the Regulations of the Department of Labor (Part I, Art. II, Sec. 2, par. 2, subd. e), through the creation of the News-release office for the Department, the same being then in charge of the Assistant Secretary. Upon recommendation of the Assistant Secretary by memorandum of May 2, 1917 to the Secretary and approved by him on that date, The Regulations of the Department were so amended as to place the News-release office under the charge of the Chief Clerk, and by Memorandum of May 9,1917, all the Bureaus were notified thereof.

It appears, nevertheless, that the obligation of Bureaus to transmit news matter to the Chief Clerk is neglected contrary to the direction of the Secretary and the rules of the Department, and that, also contrary to the directions of the Secretary and the rules of the Department, news matter is at times published in the newspapers without having passed through the News-release office.

The Department is, therefore, again obliged to impress upon each Bureau the importance of regularly reporting its news matter to the Release office in accordance with such arrangements as the Chief Clerk may make with the Bureaus respectively and of permitting no matter to be published except through the News-release office.

Louis F. Post

Assistant Secretary.

53371/74

DEPARTMENT OF LABOR
OFFICE OF THE SECRETARY
WASHINGTON

RECEIVED
JUN 25 1917
No. 16/446
BUREAU OF IMMIGRATION
LAW

June 21, 1917.

Commissioner-General of Immigration:

My attention has recently been drawn by the Chairman of the Committee on Public Information to the small amount of news material emanating from this Department.

I am especially anxious that all possible stimulus be applied to the gathering and transmittal of such information pertaining to the activities of your Bureau as may have a news value, to the Chief Clerk of the Department, who is charged with the preparation of this material for the Official Bulletin and the general press. May I not, therefore, bespeak your earnest consideration of this subject with a view to increase the amount of news from your particular Bureau? It occurs to me that the designation of some one person for the purpose of handling this matter would be desirable.

W B Wilson
Secretary.

Ww

DEPARTMENT OF LABOR
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

53371/74

No. 8/57

May 9, 1917.

RECEIVED
MAY 19 1917
BUREAU OF IMMIGRATION
LAW

Commissioner-General of Immigration:

Reference is had to the Department's letter of June 12, 1914, outlining plan for the dissemination of information pertaining to its activities, through the medium of the press.

It has been determined that henceforth the office of the Chief Clerk shall perform the functions of the News Release Office. It is accordingly desired that all information intended for publication, which hitherto has been transmitted to the Assistant Secretary, be forwarded to the Chief Clerk.

Louis F. Post

Assistant Secretary.

Mr Caminetti
5-18-17
ack.

Ww

noted
May 19/17
C. G.

53371/74-A

September 15, 1916.

Mr. Charles A. Norton,
Manager, Membership Department,
Cincinnati Chamber of Commerce,
Cincinnati, Ohio.

Dear Sir:

Replying to your letter dated September 9th, you are advised that this Bureau is unable to assist you in the matter of obtaining a lecturer to address the Cincinnati Chamber of Commerce on the subject of "Immigration" sometime during the fall and winter months.

Very truly yours,

EXACT COPY AS SIGNED BY ALFRED CHAMPTON
MAILED 9/15 BY K

Acting Commissioner-General.

WW

CINCINNATI CHAMBER OF COMMERCE
AND MERCHANTS' EXCHANGE

WM. B. MELISH, PRESIDENT
W. C. CULKINS, EXECUTIVE SECRETARY
CABLE ADDRESS "COMMERCE"
MEMBERSHIP DEPARTMENT
C. A. NORTON, MANAGER

CINCINNATI

53371
74

September 9, 1916.

Bureau of Immigration,
Washington, D.C.

RECEIVED
BUREAU OF IMMIGRATION
SEP 11 1916

Gentlemen:-

We are desirous of securing a lecturer to address our Chamber of Commerce on the subject of "Immigration" sometime during the Fall and Winter months.

I would appreciate any assistance you can give us in securing an able speaker.

Very truly yours,

Chas. A. Norton

Manager Membership Dept.

CAN/ELP

Regret we have no spare "orators" just now.
EW

MEMBER OF CHAMBER OF COMMERCE OF THE UNITED STATES OF AMERICA
NATIONAL HEADQUARTERS
1800 BUILDING, WASHINGTON, D.C.

531/115

53371

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DEPARTMENT OF LABOR
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

May 9, 1916.

RECEIVED
BUREAU OF IMMIGRATION
MAY 12 1916

My dear Mr. Caminetti:

I have noticed with some regret that the Bureau of Immigration is the only Bureau in the Department which sends nothing to the News Release Office for publication in the press. Since the success of the News Release Office depends upon the cooperation of all Bureaus in carrying out the Secretary's wishes, it follows that the failure of your Bureau to do its share is defeating that purpose. I must therefore insist upon compliance with the requirements of that Office as set forth in Section 1, Article VI, Part 4 of the Regulations, page 57.

Very truly yours,

Louis F. Post

Assistant Secretary.

Hon. A. Caminetti,
Commissioner General of Immigration.

Rec'd 4-35 P.M.
MAY 12 1916

DEPARTMENT

Special attention Law Committee
5-12-16 cbf

JSR

C.G.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

No. 653/1.

OFFICE OF Inspector in Charge,
PORT OF Buffalo, New York.

11025/374

COMMISSIONER OF IMMIGRATION
MAR 27 1916

March 22, 1916.

RECEIVED
MAR 24 1916

United States Commissioner of Immigration,
Montreal, Canada.

Referring to your circular No. 10900/A of November 10, 1913, quoting Bureau circular No. 53371/74, I beg to enclose Inspector Ohlin's request for permission to address the Erie County Civic Educational Association April 17th on "U. S. Immigration in Buffalo". This association is composed of representative people of many races, whose purposes are set forth in Inspector Ohlin's letter. I think it is beneficial to the Service to have its purposes explained to the public, as many people do not appreciate the protection which the Service affords, etc. But the Bureau circular dwells on the "necessity" for any one to speak at public gatherings and I am not prepared to certify that any "necessity" exists in this instance.

Harry R. Landis

FPS
Encl.

Inspector in Charge.

No. 11025/374

Montreal, Canada, March 24, 1916.

Respectfully referred to the Commissioner-General for his consideration, with request that the Montreal office be advised whether Inspector Ohlin should be permitted to address the "Erie County Civic Education Association" Apr. 17, 1916, on "U.S. Immigration in Buffalo," as set forth in the inclosed.

JHC/VRS
Inc. 10830

U.S.

John Clam
Commissioner.

P

Mr Houghton Ohlin Immigration
Inspector
3-28-16

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF Inspector in Charge,

PORT OF Buffalo, N. Y.

No. 653/1

March 20, 1916.

RECEIVED
MAR 24 1916
OFFICE OF
U. S. Commissioner of Immigration

Commissioner - General of Immigration,

Washington, D. C. (Thru official channels).

With reference to instructions contained in B.L. No. 53371/74, dated Nov. 5, 1913, relating to officers speaking at public gatherings on the work of the Service, the writer respectfully requests permission to accept an invitation to speak before the Erie County Civic Education Association, April 17, 1916, on, "U.S. Immigration in Buffalo". The speech will, of course, contain nothing concerning immigration that is not, or that should not, be known to the general public.

The said Association is composed of men and women who work for the wider use of the public schools, especially night schools, for teaching the english language to aliens; for a general and timely acquirement of citizenship; and for the "Americanization idea" in general.

The Association gave a dinner, two weeks ago, at which Dr. H. H. Wheaton, of the U.S. Bureau of Education, spoke on, "The call to national service", and the invitations to said dinner contained the following explanatory paragraph: "There are at least 150,000 foreign born residents, representing more than 20 nationalities, in Erie County, with whom we wish to come in closer contact in order that we may have a better mutual understanding and that we may all become more loyal, more active and more patriotic citizens." The writer has taken active part in the organizing of said association and is serving as its secretary.

F. P. Olin.

Immigrant Inspector.

DEPARTMENT OF LABOR

M. Caminetti

Not necessary for further pursuit. Holly

✓

5/14

Mr. Purcell — Just let these rest in the file

A. M. P.

No. 204
Ed. 7-30-14—300,000

DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON D C

53371/74 January 19, 1916.

To all COMMISSIONERS OF IMMIGRATION and INSPECTORS IN CHARGE:

By direction of the Secretary the following instructions are issued for the guidance of immigration officials in the matters of furnishing information or expressing official views with regard to immigration questions and appearing before Committees of Congress to testify or express opinions on such matters:

1. Previous instructions to the effect that the giving of information to newspapers, magazines and other publications shall be kept strictly within the control of officers in charge are renewed; and such officers are advised that in connection with the giving out of news items they shall not undertake to express any views officially or as representatives of the Immigration Service, the Bureau at Washington, or the Department, unless upon consent previously obtained from the Department.

2. Immigration officials shall not appear before Congressional Committees unless formally subpoenaed for that purpose. When such officials do appear under subpoena they shall not undertake to speak officially for the Service, the Bureau, or the Department, unless in pursuance of consent thereto previously obtained from the Department, but shall confine themselves to the expression of their own personal views.

~~For the~~ Commissioner-General;

AWP/AES ~~Assistant Commissioner-General.~~

371
74

DEPARTMENT OF LABOR
OFFICE OF THE ASSISTANT SECRETARY
WASHINGTON

October 6, 1915.

To the Commissioner General of Immigration:

My memorandums of June 12, 1914, and August 12, 1914, with reference to establishing a more systematic method of gathering and disseminating information regarding the activities of the Department which require you to designate an official in your Bureau to be charged with the duty of compiling each day such information as in his opinion may have a possible news value, are hereby altered so as to read as follows:

> It is desired that you cause reports for your Bureau to be made daily to the Assistant Secretary of such information as in your opinion may have a possible news value.

The object of this alteration is to bring the heads of Bureaus into more direct and responsible relations with the Assistant Secretary regarding the subject matter indicated. In all other respects the memorandums of June 12 and August 12, 1914, remain in force.

W B Wilson
Secretary.

Notes LR ✓
C
Mr. Hamlin
Donate & file. C
Notice
O.K.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

In re:

No.

OFFICE OF INSPECTOR IN CHARGE
1305 CHEMICAL BUILDING
ST. LOUIS, MO.

October 6, 1915.

Commissioner-General of Immigration,
Washington, D.C.

Respectfully referring to Bureau'letter No.53371/74-A, dated September 18, 1915, relating to the invitation accepted by me to address the Conference of Officers of the State Institutions at Nevada, Missouri, I have to report that I found it somewhat difficult to meet the engagement and telegraphed that fact to the Secretary of the State Board having the conference in charge. This action was taken largely because of the phrasing of the Bureau's letter from which I could not help making the deduction that it was not deemed desirable for me to meet with this conference for the purpose indicated.

James R. Dunn
Inspector in Charge.

File

BR

53371/74-A. September 18, 1915.

Inspector in Charge,
Immigration Service,
St. Louis, Missouri.

In reply to your letter of September 14, regarding your intention to address a conference of officers of State Institutions at Nevada, Missouri, on September 22nd and 23rd, you are requested to use the utmost care and avoid committing the Department to any policy that has not already been clearly authorized. Please forward a copy of your remarks for the completion of the record.

For the Commissioner-General:

EXACT COPY AS SIGNED BY ALFRED HAMPTON
MAILED 9/18 BY

Assistant Commissioner-General.

ROD/LWB

0000522

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
1308 CHEMICAL BUILDING
ST. LOUIS, MO.

In re:

No.

September 14, 1915.

Commissioner-General of Immigration,

SEP 1 [illegible] 1915

Washington, D. C.

Gen 53311

Believing that such action would meet with the entire approval of the Bureau, I have accepted the invitation of the State Board of Charities and Corrections to attend the Fifth semi-annual meeting of the conference of officers of State Institutions to be held at Hospital No. 3, at Nevada, Mo. September 22nd and 23rd. The tentative programme sent me calls for an address in which it is expected that I will explain the work of the Immigration Service, especially inits relation to the State and local institutions and the tax-payers. Such an opportunity never before has been accorded our Service, and as the Governor and many other State officials are expected to be present, it is my belief that much advantage will accrue to our Service through this opportunity of establishing a correct understanding of many things which heretofore have been the subject of more or less misapprehension.

I shall have occasion to visit the Nevada Hospital on routine official business, so that no extra expense will be incurred in this matter, but if, for any possible reason, the Bureau should disapprove of my acceptance of this invitation to address the conference, I should be notified thereof in ample time.

James R. Dunn.
Inspector in Charge.

RW

July 19, 1915.

See letter from El Paso dated July 15, 1915 enclosing newspaper clipping prepared by Otto W. Munster. The Inspector in Charge thinks that it is unwise of officers of this service to prepare articles for public print. The Inspector in Charge also states, " It is not believed that further admonition to Inspector Munster is necessary but it is thought perhaps that the matter might be of interest to the Bureau and that possibly, as a result thereof, it might be considered advisable for the Bureau to outline its policy with reference to the course it desires its officers to pursue with reference to the situation in Europe."

For original of above see file No. 53100/679

53371/74 May 4, 1915.

B

Commissioner of Immigration,

Ellis Island, N. Y. H.

Referring to your letters of December 5th, 1914, and April 27, 1915, No.25968, the Bureau returns herewith the article written by Inspector John F. Mann and has to state that it would not care to have the same published.

By direction of the Commissioner-General.

EXACT COPY AS SIGNED BY ALFRED HAMPTON
MAILED 5/4 BY

Acting Commissioner-General.

LLS
Incl. #4595.

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON

IN ANSWERING REFER TO
No.

53371/74

January 26, 1915.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Referring to your letter of the 5th ultimo (25968), the Bureau returns the article written by Inspector John F. Mann and has to state that it would not care to have same published.

A. Caminetti
Commissioner-General.

AWP/LWG
Incl. No. 6505.

Mr. Sears
Re letter
Jan 4, 1915

37/
74

Polish National Defense Committee,
914 Broadway, Buffalo, N. Y.

Apr. 26, 1915

U.S. Commissioner,
General of Immigration,
Washington, D. C.

RECEIVED
BUREAU OF IMMIGRATION
APR 27 1915

Dear Sir:

Your telegram received and upon the advise contained therein, Mr. Fishler declined at once our offer regarding his lectures on „the war and the Polish Nation". He immidiatly left for his home Quebec, Canada. He was stopping at Buffalo on personal business only, as we are informed.

We regret very much that we could not secure his services for our good couse, he having been well known lecturer prior to his association with the Immigration Service.

Yours very respectfully,
W. Wojciechowski, Chairman
Francis J. Zajonczek Secretary

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

53717-74

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

25968

RECEIVED
BUREAU OF IMMIGRATION
APR 28 1915

April 27, 1915.

Commissioner-General of Immigration,
Washington, D. C.

On December 5, 1914, this office forwarded to the Bureau a letter dated December 5, 1914, addressed to the Secretary of Labor by Inspector John F. Mann of this station, requesting permission to publish an article which was enclosed therewith. No reply has been received. Mr. Mann will be glad to have an answer as soon as possible.

Commissioner.

VL

P. S. If there is no objection to doing so, Mr. Mann would be glad to have returned to him the copy of his article that was forwarded to the Bureau December 5th last.

No. 53371/74. April 19, 1915.

OFFICIAL COPY respectfully furnished to the U. S. Commissioner of Immigration, Montreal, Canada, for his information, together with copy of the telegram received from Mr. Zajenozek.

EXACT COPY AS SIGNED BY ALFRED HAMPTON
4/19
MAILED BY
Acting Commissioner-General.

LWB

13

No. 53371/74.

Commercial rate COLLECT.
Ans. WU 2 Q of Apr. 18.
April 19, 1915.

Francis Zajenozek,
802 Sycamore Street,
Buffalo, N. Y.

Imadvisable permit Immigrant Inspector William Fischler deliver lectures as suggested.

EXACT COPY AS SIGNED BY ALFRED HAMPTON
4/19
MAILED
Acting Commissioner-General.

WW/LWB

3-30

DEPARTMENT OF LABOR

Have
Miss Held
type ante
Arbeeto then
send letter
drawing dah

No. 203
Ed. 7-30-14—200,000



533

000

333

DEPARTMENT OF LABOR

TELEGRAM

RECEIVED
BUREAU OF IMMIGRATION
APR 19 1915

WU 2 Q 34 Night 5ex

Buffalo, N. Y., Apr. 18, 1915.

Commissioner-General of Immigration,

Washington, D. C.

Polish National Defense Committee begs be informed of any objection to Wm. Fischler of Quebec Canada Immigration staff delivering few lectures here subject Polish Nation and War. Speaker neutral.

Francis Zajonczek,

802 Sycamore street.

9. 10 AM Apr. 19th.

Immediate

CLASSIFICATION

APR 19 1915

RECEIVED

55371/74 January 26, 1915.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Referring to your letter of the 5th ultimo (25968), the Bureau returns the article written by Inspector John F. Mann and has to state that it would not care to have same published.

AWP/LNG
Incl. No. 6505.

Commissioner-General.

IN ANSWERING REFER TO
No. 2033/31.

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF INSPECTOR IN CHARGE
848 SOUTH WABASH AVENUE
CHICAGO, ILL.

March 20, 1915.

RECEIVED
BUREAU OF IMMIGRATION
MAR 23 1915

Commissioner-General of Immigration,
Washington, D. C.

Referring to Bureau circular letter No. 53371/74, dated November 15, 1914, I beg to report that Inspector Ward E. Thompson, of this office, was selected yesterday to speak at a meeting of the Women's Club. This assignment was made in response to an invitation of the organization named, an outline of the officer's intended remarks being first submitted to me.

Inspector in Charge.

PLP/GMP

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 2033/31.

OFFICE OF INSPECTOR IN CHARGE
843 SOUTH WABASH AVENUE
CHICAGO, ILL.

March 30, 1915.

Commissioner-General of Immigration,
Washington, D. C.

Referring to Bureau circular letter No. 53371/74, dated November 15, 1914, I beg to report that Inspector Ward E. Thompson, of this office, was selected yesterday to speak at a meeting of the Women's Club. This assignment was made in response to an invitation of the organization named, an outline of the officer's intended remarks being first submitted to me.

Inspector in Charge.

PLP/GMP

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

IN ANSWERING REFER TO
No. 3033/31.

OFFICE OF INSPECTOR IN CHARGE
848 SOUTH WABASH AVENUE
CHICAGO, ILL.

March 30, 1915.

Commissioner-General of Immigration,
Washington, D. C.

Referring to Bureau circular letter No. 53371/74, dated November 15, 1914, I beg to report that Inspector Ward E. Thompson, of this office, was selected yesterday to speak at a meeting of the Women's Club. This assignment was made in response to an invitation of the organization named, an outline of the officer's intended remarks being first submitted to me.

Inspector in Charge.

PLP/GMP

14591

January 19 1915

RECEIVED
BUREAU OF IMMIGRATION
JAN 21 1915

Feri F Weiss
Immigrant Inspector, Winthrop, Mass.

Bearing in mind the Bureau's instructions relative to addresses at public gatherings, that "the Department must not be committed to any policy, specific or general, and must not be involved as a participant in any conference, whether by approval or disapproval," I can otherwise see no objection to addressing an audience on "Immigration: past, present and future, as seen by the man at the Gate," in accordance with the request contained in your letter of the 18th instant. This permission is the more readily granted in view of the discretion displayed by you in past experiences of this sort.

A copy of this letter will be sent the Bureau agreeably to circular letter of instructions directing that the names of any representatives of the official force permitted to speak at public gatherings be reported to the Bureau for its information.

H. J. SKEFFINGTON
Commissioner

AWS

Boston, January 19, 1915
Official copy furnished the Commissioner-General of Immigration reference being had to Bureau circular letter 53371/74 of November 5, 1913.

H. J. Skeffington
Commissioner

AWS

See 0 1/10

53438/15

SCREENED
By EKL Date 10/20/89

U.S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

NO. 53438

SUBJECT:

15

14—349

CONTINUED UNDER

53438

15-A

HEREAFTER

53438/15. January 3, 1913.

Commissioner of Immigration,
Ellis Island, N. Y. H.

In reply to your letter of December 30, No. 98524/88, you are advised that the Bureau does not see any cause for criticism of the language appearing on page 2 of your circular of April, 1912, to the effect that "passports are not always proof of citizenship." It must be recalled that there are two kinds of passports issued by the State Department; one going to persons who claim to be citizens of the United States by birth or naturalization and the other being issued under the provisions of the Act of March 3, 1907, to aliens who have declared their intention of acquiring citizenship but who wish to go abroad temporarily. This difference gives color of right to the quoted passage above referred to.

Aside from that distinction, however, the Bureau is of opinion that passports of the kind first mentioned are not conclusive proof of citizenship. They are prima facie evidence of such a status, if in the hands of the person to whom they are issued. A passport is not intended to be used within the United States but is to attest the existence of United States citizenship for the benefit of the person to whom it is issued when visiting in foreign lands, where the assistance or protection of American diplomatic and consular officers may come into requisition.

As you correctly assume, passports (except to American citizens

of Chinese parentage) are issued after a superficial investigation and upon affidavits which may or may not be correct. As there is no personal appearance required, it would be a comparatively simple matter for a person applying for a passport to give a description corresponding to some alien who would actually use the document; in that way a passport would be issued in which the person holding it would be correctly described but would, in point of fact, not be an American citizen. If passports should be accepted as conclusive proof of citizenship, it would probably be a comparatively short time before dishonest persons would find a way of obtaining these documents by means of alteration, forgery, and other fraudulent practices.

In conclusion, it is pointed out that under existing law there is no statutory obligation upon steamship companies to manifest American citizens and they are at liberty, if they feel so disposed, to omit the names of such persons altogether, but they do so at the risk of a ten dollar fine should it turn out that any person whose name had been omitted could not establish his status as a citizen of the United States. This situation places the matter primarily in the hands of the steamship companies and it would seem that, if there is any doubt about the citizenship of a passenger, his name should be placed on the alien manifest.

Exact copy [illegible] by Daniel J. Keefe

[illegible]

1/3

Commissioner-General.

RDB/JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

Department of Commerce and Labor
IMMIGRATION SERVICE

98524/88

438/15

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

December 30, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

I annex hereto copy of my notice of April, 1912, number 98524/88, to steamship companies "Concerning manifesting of United States citizens". See second paragraph of "note" as marked. In reference to the words "not always" the North German Lloyd writes me under date of December 27 as follows:

> We beg reference to your circular letter of April, 1912, "Notice concerning manifesting of United States Citizens", especially to the Note on page No. 2, second paragraph, reading:
>
> "They shall also be warned that passports are not always proof of citizenship, and that the information as to birth or naturalization called for by this notice shall be requested irrespective of whether or not passport is presented".
>
> As our Company or Agents abroad are unable to decide which passports are covered by this clause, they have been making it a practice to exact the headtax from passengers who are in possession of regular United States Passports, consequently on several occasions their action has been questioned by the United States Consul, upon complaint of the holders of such passports.
>
> In order that we may enlighten our Company on this subject, so as to avoid future controversy with both Consul and passengers, we ask that you please define to us which passports are recognized as proof of citizenship, and which are not.

It would have been better if I had left out the word "always". On the implication that passports were sometimes

proof of citizenship the North German Lloyd letter is written. Now I do not believe that passports are ever conclusive proof of citizenship, and I intend so writing the company unless you advise me otherwise. I do not feel that for the purposes of this circular and of the citizens' manifest sheet we can undertake to say that any kind of passport should be accepted as proof of citizenship. Perhaps you will wish to get definite information from the State Department as to the effect of passports. Of course if there is any kind of passport which conclusively proves citizenship, the steamship companies may rely on it. My understanding is that there is none such and that they are given out on very superficial investigation, including ex parte statements. Another reason for not accepting passports as proof of citizenship is that they are passed readily to and fro. So are citizenship papers, but it is a criminal offense to misuse citizenship papers, whereas I do not know that it is to misuse passports.

Respectfully,

Wm. Williams

Commissioner.

Inc. 31/38

WL

Department of Commerce and Labor

IMMIGRATION SERVICE

98524/88

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April, 1912.

NOTICE CONCERNING MANIFESTING OF UNITED STATES CITIZENS AND INSPECTION OF CABIN PASSENGERS.

TO WHOM IT MAY CONCERN:

In the interest of expediting the landing of United States citizens as well as the inspection of aliens arriving as cabin passengers at the Port of New York, the immigration authorities request that steamship companies observe the following rules:

(1) Passengers to the United States who claim to be United States citizens on the ground that they were born in the United States shall at or prior to the time of foreign embarkation be requested to state with accuracy their place of birth. Those claiming to be United States citizens through naturalization shall be requested to furnish the date of their naturalization papers and the name of the court which issued them. Passengers furnishing information either as to their place of birth or naturalization which shall satisfy the steamship agents concerned that they are citizens, may be listed on special manifest sheets separate and apart from those used for the listing of aliens, and the information so furnished shall also be entered on the

manifest.

NOTE: Steamship agents abroad shall be warned that persons often carelessly state that they are United States citizens when in fact they have merely declared their intention to become such and secured what are known as "first papers". A person can become a citizen through naturalization only upon securing final citizenship papers and these are granted only after a residence of at least five years in the United States.

They shall also be warned that passports are not always proof of citizenship, and that the information as to birth or naturalization called for by this notice shall be requested irrespective of whether or not a passport is presented.

(2) Great care shall be taken not to insert on a citizens' manifest sheet the name of any passenger as to whose citizenship there is any doubt; but on the contrary all such names shall be placed on the manifest sheets used for the listing of aliens, adding (if this be desired) "Claims U. S. citizenship", or words to this effect.

(3) To each cabin passenger there shall be delivered during the voyage a ticket or identification card (in accordance with Section 13 of the immigration act) to be presented to the immigration authorities upon arrival. First cabin passengers shall receive pink cards and second cabin passengers yellow cards.

(4) The manifest sheets pertaining to each class of passengers shall be designated by consecutive numbers and the use of letters discontinued. Each identification card shall show in plain figures (at least 1/4 inch high) the number of the manifest sheet to which it relates, so that the immigrant inspector may quickly determine the position of the passenger's name on the manifest.

(5) The appropriate ship's employees shall be instructed to assist the immigration officers in segregating the citizens from the aliens, in otherwise grouping passengers for inspection, and after arrival at the pier in summoning relatives there awaiting detained aliens.

NOTE: It is important that passengers be kept in lines and not permitted to crowd about the inspectors and thus impede them in their work. Cabin passengers who have been inspected and passed should not be permitted thereafter to remain in the cabin where congestion will result.

WILLIAM WILLIAMS,

Commissioner.

53438/15 December 14, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

The Bureau is in receipt of your letter, dated December 11th, No. 98524/88, and the reports from the Chief of the Boarding Division have been read by the parties in interest. Your effort to secure inspection of first cabin passengers is appreciated, and the progress made is noted with satisfaction.

As requested, the inclosures to your letter are herewith returned.

Exact copy as signed by Daniel J. Keefe
Mailed 12/14 by
Commissioner-General.

Inclosure No. 4187.

CSE/CG

1 53438-15

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

Department of Commerce and Labor
IMMIGRATION SERVICE

98524/88

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

December 11, 1912.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Referring further to the inspection of first cabin passengers, I enclose reports dated December 9 and 10 from the Chief of the Boarding Division in reference thereto. I should like you to read them. I should also like them to be read by the Department, then returned to me. It is not worth while making copies thereof. I merely want you to know what is being done under circumstances not always simple. I shall probably not again mention these reports to you.

Respectfully,

Wm. Williams

Commissioner.

KMC
Encl.1591

W

53438/15. November 23, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

With reference to your letter of November 15, No. 98524/88, receipt of which is herewith acknowledged, the Bureau is gratified to note that all first cabin passengers with but few exceptions are now being inspected.

[illegible] copy as signed by [illegible]
Mailed 11/23

Commissioner-General.

CSE/JLD

53436/15. November 23, 1912.

Chief, Division of Publications,
Department of Commerce and Labor.

This is in connection with the note on Ellis Island requisition dated November 12th, transmitted to your office today. In calling for a new supply of forms No. 630, 630 A, and 630 B, Commissioner Williams has added a foot-note, as indicated on the inclosed form. All of the foot-notes now read as follows:

IMPORTANT NOTICE. 1. Great care should be taken not to place on this list the name of any passenger who was not born in the United States or who has not taken out final naturalization papers.

2. Where one or more members of a family are aliens, the names of all such members should be recorded upon the alien manifest. Suitable notation may be made upon such manifest opposite the names of those members who claim citizenship.

Failure to observe the terms of this notice may result in delay to passengers at the port of arrival.

Exact copy as signed by F. P. Sargent

Mailed 11/23 by

Assistant Commissioner-General.

Insl. 2682.

JLD

1438

Department of Commerce and Labor

90524/32

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

November 18, 1912.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

This is in reference to inspection of first cabin passengers. Under date of October 28 I wrote the chief of the boarding division that "the only excuse for not conducting first cabin inspection shall be a lack of officials". I required him furthermore to submit hereafter a weekly report showing on what steamers cabin inspection has occurred and on what steamers it has not occurred. His reports for the last two weeks are very satisfactory indeed, considering the difficulties under which any inspection on board ship is conducted and our lack of an adequate number of officials. The number of first cabin passengers has been falling off lately. This together with the fact that our boarding division contains a number of our best men account for the fact that it was possible to inspect all first cabin passengers who arrived during the last two weeks except those on steamers "Kronprinz Wilhelm", "Bremen" and "Amerenia". Speaking of the omission of cabin inspection for such cause I say in my annual report for this year (forwarded yesterday) that it is most unfortunate but not surprising that from time to time such omissions should be necessary.

I enclose for your information the two reports above referred to.

Respectfully, Wm. Williams

Commissioner.

Inc. 4027
VL

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

November 13, 1912.

Commissioner of Immigration,

Ellis Island, New York Harbor.

Sir:

In compliance with your letter No. 98524/88, under date of October 28th, 1912, I desire to report that the first-cabin passengers on the following named ships were inspected:-

	First Cabin.	Second Cabin.
October 29th,		
Nieuw Amsterdam,	220	298
Guiana,	32	
Saramacca,	6	
California,	33	306
Minnewaska,	150	
Turrialba,	49	
Kronprincessin Cecilie,	475	345
Titian,	4	12
Morro Castle,	50	23
Zeeland,	41	308
October 30th,		
United States,	75	177
Duca d'Aosta,	71	50
Alice,	42	84
Prinz August Wilhelm,	60	8
Oceanic,	161	271
October 31st,		
Caracas,	38	19
Metapan,	31	
November 1st,		
Campanello,	11	24
Florizel,	10	8
Byron,	14	

	First Cabin.	Second Cabin.
November 2nd.		
Celtic,	126	357
Saxonia,	106	392
La Provence,	156	211
Hubert,	2	
November 3rd,		
Italia,	13	
Allianca,	38	
November 4th,		
Coamo,	47	14
Eastern Prince,	3	
Iaconia,	187	540
Seminole,	22	
Montevideo,	7	4
Bermudian,	198	5

Owing to a lack of a sufficiant number of officials on the morning of October 3rd, the first-cabin passengers on the S.S. "Camsronia", with 47 first- and 370 second-cabin, were not inspected.

Respectfully,

Roman Dobler

Inspector-in-Charge,
Boarding Division.

Enc.

ADDRESS ANSWER TO COMMISSIONER OF IMMIGRATION AND REFER TO NUMBER

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N.Y.

November 13, 1912.

Commissioner of Immigration,

Ellis Island, New York Harbor.

Sir:

In compliance with your letter No. 98524/88, under date of October 28th, 1912, I desire to report that the first-cabin passengers on the following named ships were inspected:-

	First Cabin.	Second Cabin.
November 5th,		
Allemania,	7	14
Minnetonka,	88	
Noordam,	66	340
Vasari,	67	55
Nicholas Cuneo,	1	
Tivivis,	33	
Marowyne,	10	
November 6th,		
Prinz Sigismund,	15	2
Seguranca,	4	4
Havana,	39	19
Moltke,	56	365
Berlin,	195	312
Thames,	18	6
November 7th,		
Athinai,	30	189
New York,	74	190
Oruba,	168	
Laura,	12	65
Zacapa,	20	
November 8th,		
Stephano,	16	13
Maracas,	4	
Canada,	47	196
Colon,	89	13

	First Cabin.	Second Cabin.
November 9th,		
Pannonia,	12	154
Parima,	20	
St. Paul,	46	110
La Lorraine,	78	112
November 10th,		
Maracaibo,	5	3
Caronia,	230	261
Caledonia,	19	180
Esperanza,	15	12
November 11th,		
Olinda,	2	1
Buenos Aires	37	28
Westerwald,	9	
Vigilancia,	10	3
Camaguey,	1	

Owing to a lack of a sufficient number of officials on the morning of November 6th, the first-cabin passengers on the following named ships were not inspected:-

	First Cabin.	Second Cabin.
Kronprinz Wilhelm,	319	349
Bremen,	16	427

Respectfully,

Roman Dobler

Inspector-in-Charge,
Boarding Division.

53438/15

Department of Commerce and Labor

98524/88

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

November 12, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

This is in reference to the new "List of United States Citizens" (Forms 630, 630 A and 630 B). All inspectors who have to do with it regard it as a move in the right direction, and none would abolish it. In requisitioning, as we are at this moment, an additional supply of these forms, I have added a foot-note. The new foot-note is number 2. All of the foot-notes now read as follows:

IMPORTANT NOTICE. 1. Great care should be taken not to place on this list the name of any passenger who was not born in the United States or who has not taken out final naturalization papers.

2. Where one or more members of a family are aliens, the names of all such members should be recorded upon the alien manifest. Suitable notation may be made upon such manifest opposite the names of those members who claim citizenship.

Failure to observe the terms of this notice may result in delay to passengers at the port of arrival.

Respectfully, Wm. Williams

VL

Commissioner.

3

s. 53162/6-A-53436/15.

October 1, 1912.

H. Claussenius & Company,
General Western Agents,
North German Lloyd Steamship Company,
Chicago, Illinois.

Gentlemen:

Your letter of September 20, addressed to the Bureau of Citizenship, State Department, inquiring whether an American passport held by persons desiring to enter this country is sufficient evidence of the citizenship of the bearer, has been referred to this Bureau for attention.

Passports issued by the Department of State or Consular passports are not considered as conclusive evidence of American citizenship. It is not always an easy matter to ascertain who is and who is not a citizen of the United States, and it is believed that the most satisfactory way of proving American citizenship is by producing naturalization papers of a certified copy thereof. A circular letter covering this subject has already been issued by the Commissioner of Immigration at Ellis Island, N. Y. H., and after naturalized citizens become acquainted with the requirements thereof, it is thought that they will, when contemplating a visit abroad, prepare themselves accordingly.

Very truly yours,

Commissioner-General.

B/gRL.

No. 53438/15.

August 30, 1912.

The Honorable,
The Secretary of State,
Washington, D. C.

S i r:

In further reference to your letter of August 10, No. 150.06/6, transmitting copies of despatches from the Consul General at Berlin and the Consul at Bremen, Germany, in regard to the refusal of the steamship lines to sell transportation to this country to American citizens because such persons were unable to satisfy the requirements of Form No. 638 of the immigration authorities, I have the honor to inclose herewith copy of a communication received from the Commissioner of Immigration at Ellis Island, New York, also copy of his communication addressed to the North German Lloyd Steamship Company, dated July 8th, both of which are self-explanatory.

Respectfully,

Exact copy as signed by Charles Earl

Mailed 8/30 by

Acting Secretary.

Incl. No. 715.
B/SRL.

Department of Commerce and Labor

98524/88 IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

August 24, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

I have your 53438/15 of August 23 enclosing copies of despatches from some of our Consuls in Germany in relation to the new "Citizens" List". I presume you desire from me suggestions as to how you shall reply. I should be inclined to say that prior to the introduction of this list the names of all citizens were placed on the regular alien manifest. Who is and who is not an American citizen is not always an easy matter to tell, especially in cases of steerage passengers, and we cannot adopt one rule for steerage and another for cabin. The only purpose of the new list is to segregate those persons whose citizenship can be readily determined. The small percentage of citizens whose names under present instructions are not placed on this list are no worse off than they were before the list was introduced. By next season most naturalized citizens going abroad will realize that upon their return they will be asked to give full data concerning the time and place of their naturalization, and they will prepare themselves accordingly. The new manifest sheet will fail in its purpose if it is to be encumbered with the names

of persons as to whose citizenship there is the slightest doubt.

For further suggestions I refer you to my letter of July 8 to the North German Lloyd of which I enclosed you copy under the same date. At the bottom of page 2 I mentioned the inconclusiveness of passports as proof of citizenship. See also last paragraph of my letter of July 8.

Respectfully,

Wm. Williams

Inc. 2968 Commissioner.

WL

No. 53438/15.

August 23, 1912.

The Honorable,
The Secretary of State.
Washington, D. C.

S i r:

I have the honor to acknowledge the receipt of your letter of August 10, 1912, No. 150.06/6, inclosing copies of despatches from the Consul General at Berlin and the Consul at Bremen, Germany, concerning the refusal of the steamship lines to sell transportation to this country to American citizens because the citizens were unable to satisfy the requirements of Form No. 630 of the immigration authorities.

This matter has been referred to the Commissioner of Immigration at Ellis Island, N. Y. H. As soon as a report is received from that officer, you will be further advised in the premises.

Respectfully,

Exact copy as signed by Benj. S. Gable

Acting Secretary.

B/SRL.

53438/15.

August 23, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

The Bureau incloses herewith for remark and return copies of despatches from the Consul General at Berlin and the Consul at Bremen, Germany, in regard to the refusal of the steamship lines to sell transportation to the United States to American citizens because such persons were unable to satisfy the requirements of Form No. 630 of the immigration authorities.

Exact copy as signed by Daniel J. Keefe

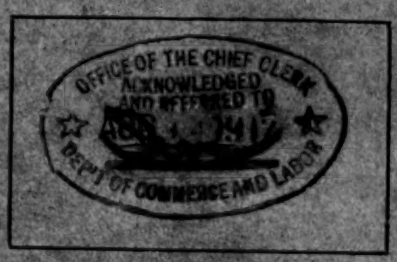
Mailed 8/27

Commissioner-General.

Incl. No. 329.
B/SRL.

53438/15

Department of Commerce and Labor
OFFICE OF THE CHIEF CLERK
Washington



Chief of Bureau:

Please prepare a reply for the Acting Secretary's signature, returning the original letter to this office with the reply.

By direction of the Secretary.

Chief Clerk.

11—1339

Steuens

August 10, 1912.

f State presents his compliments to
cretary of Commerce and Labor, and
lose, for the consideration of the
n, copies of despatches from the Con-
n and the Consul at Bremen, Germany,
usal of the steamship lines to sell
is country to American citizens be-
vere unable to satisfy the requirements
the Immigration Authorities.

. 643, July 24, 1912.
. 199, July 26, 1912.

[redacted] 53438/15

Mr Stevens

CHIEF CLERK
RECEIVED
AUG 14 1912
DEPT OF COMMERCE AND LABOR

August 10, 1912.

OFFICE OF THE CHIEF CLERK
ACKNOWLEDGED
AND REFERRED TO
AUG 14 1912
DEPT OF COMMERCE AND LABOR

INDEXED.

The Secretary of State presents his compliments to the Honorable the Secretary of Commerce and Labor, and has the honor to enclose, for the consideration of the Bureau of Immigration, copies of despatches from the Consul General at Berlin and the Consul at Bremen, Germany, in regard to the refusal of the steamship lines to sell transportation to this country to American citizens because the citizens were unable to satisfy the requirements of Form No. 630 of the Immigration Authorities.

OFFICE OF THE SECRETARY
RECEIVED
AUG 14 1912
DEPT OF COMMERCE AND LABOR

Enclosure:

From Berlin, No. 643, July 24, 1912.
From Bremen, No. 199, July 26, 1912.

150.06/6

Copied by AC
Compared with Mi

AMERICAN CONSULATE-GENERAL,

Berlin, Germany, July 24, 1912

No. 643.

To the Honorable,

The Secretary of State,

Washington.

Sir:

I have the honor to refer to my despatch No. 626, of June 29, 1912, relative to the requirement by German steamship companies of proof of citizenship from intending passengers.

Enclosed is a copy, obtained from the local office of the North German Lloyd S.S. Co., of instructions issued by the Commissioner of Immigration. I desire to call the Department's particular attention to the second paragraph of the note to section 1. On the basis of this clause Dr. J. H. Symmes, an American physician practising in Berlin, was recently refused by the North German Lloyd a place on the manifest list for American citizens, although he produced an unexpired certificate of registration issued by this office. Dr. Symmes was not born in the United States but of American parents residing abroad. This seems to have been the cause of the steamship's agent' attitude, for, as the Department will observe, the Commissioner's order divides American citizens into only two classes, namely, those born in the United States and

those

those naturalized. As Dr. Symmes belonged to neither of these classes, his certificate of registration was disregarded on the authority of the above mentioned second paragraph of the note to section 1.

As this is a case which may arise again from time to time, I respectfully suggest that the Department give its consideration to obtaining such a modification of the Commissioner's order as will bring it into accord with American citizenship law. It would seem that a person provided with an unexpired passport or in Berlin with an unexpired certificate of registration issued by this Consulate-General should be recognized as an American citizen.

I have the honor to be, Sir,

Your obedient servant,

(Signed) A. M. THACKARA,

American Consul-General.

Copied by AC
Compared with

No. 199.

AMERICAN CONSULATE.

Bremen, Germany, July 26, 1912.

To the Honorable

The Secretary of State,

Washington, D. C.

Sir:

I have the honor to represent the following complaint:

There have been verbal complaints made at this office by American citizens, and shipping companies, regarding the difficulties arising from the exacting requirements and questions, required of American passengers, embarking here.

I enclose herein a first class passenger manifest list, Form 630 Immigration Service, for United States citizens, containing questions to be answered by American citizens, embarking for the United States. The complaint has regard, more particularly, to the questions in column, marked with a blue cross, which require the name and location of the court that issued the naturalization papers, and the date of the same.

In many instances Americans, travelling abroad, are without passport, naturalization papers, birth certificates, or any other papers of identification. This circumstance happens daily, and, as the shipping company states to me that

they are absolutely required to obtain a full and complete answer, under penalty of a fine imposed at the American port for every answer, or part of an answer, that is left incomplete, that it works a great hardship on them, as the American passenger is often not in position to answer the questions.

By way of example: Mr. Charles A. Runo, a representative of the Norton Company, of Worcester, Mass., a naturalized American citizen, came this week to this office and complained that the North German Lloyd S.S. Co., had refused to sell him passage to New York because he was unable to give the month and day of the issuance of his naturalization papers. He had a valid passport, issued by the Secretary of State, but had unfortunately left his naturalization papers behind. He could remember with some probable certainty the year in which his naturalization papers were issued, as well as the court, but the day and the month had entirely passed from his memory.

The gentleman was considerably irritated over this matter, as are most of those in similar cases, and, as I was unable to explain to him the necessity of these exacting requirements, it was with some difficulty that I was able to allay his temper, he being of the opinion that a passport was of sufficient protection, especially in meeting the demands of our own port officials regarding citizenship.

I would be pleased if the Department would take

this

this matter up with the proper authorities, and, if it is found that these requirements are necessary, that the Department will point out some reasonable explanation that I may use in offering complainants, and indicate, if possible, what would be accepted at the American port as a sufficient compliance, by the way of answers to the questions stated in the column indicated; that is, in case a naturalized American citizen, bearing a valid passport, and fails to remember the place and date of naturalization, not having his naturalization papers with him,-- whether a passport is a sufficient evidence of his citizenship for the purpose of the requirements of the enclosed list of questions.

I have the honor to be, Sir,

Your obedient servant,

(Signed) WILLIAM THOMAS FEE,

Consul.

Enclosure, as above indicated.

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

43 8-15

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

July 9, 1918.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

I write concerning our new manifest sheet entitled "List of United States Citizens". The first letter of criticism upon the same was not received by me under date of July 8 from the North German Lloyd to which I replied as per enclosed carbon copy. My letter sufficiently explains the points raised by the North German Lloyd, and to save copying such I omit sending you its letter to me. We have all think that the new sheet is violating its existence.

Respectfully,

Commissioner.

Inc. 8971

WE

Department of Commerce and Labor
IMMIGRATION SERVICE

98524/88

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

July 8, 1912.

North German Lloyd Steamship Co.,
5 Broadway, New York City.

Sirs:

I am in receipt of your favor of July 1 in relation to the "manifesting of U. S. citizens and inspection of cabin passengers". The difficulties recited in your company's letter from Bremen did not escape my attention. The two principal ones are (a) the fact that many naturalized citizens cannot "say with precision when and where they obtained their final citizenship papers"; (b) the fact that the new sheet does not provide for the entry thereon of the children born abroad of United States citizens.

As to (a): I think that as soon as naturalized citizens going abroad realize that upon their return they will be asked to give full data concerning the time and place of their naturalization the difficulty mentioned hereunder will no longer be experienced. By the end of this summer the requirements should be known. Outgoing naturalized citizens should whenever possible be informed thereof before they leave.

As to (b): Not all children born abroad of U. S. citizens are themselves citizens. For instance, the child

so born abroad prior to the father's naturalization is not a citizen. To determine whether or not children of the classes herein considered are or are not citizens often involves difficult questions of law and fact. To answer the particular question put by your Bremen office: the children born abroad of U. S. citizens should not be entered on the new "List of United States Citizens" but on the regular manifest sheet, with the notation "Claims U. S. Citizenship", where such claim has a valid foundation.

The new manifest sheet will fail in its purpose if it is to be encumbered with the names of persons as to whose citizenship there is the slightest doubt. Its sole object is to gather together the names of those as to whose citizenship there can be no doubt. To allow doubtful cases to appear on this manifest will delay the passing of numerous non-doubtful cases. In this connection it should be remembered that the new manifest sheet is intended for use in the steerage as well as in the cabin. Steerage passengers often notoriously make loose statements as to their citizenship, yet it would lead to complications if we attempted to lay down different sets of rules as to the placing of steerage and cabin aliens on the new manifest sheets.

As to passports: No passport is conclusive evidence of citizenship, though those issued by the Department of State are of a much higher grade than any others. But even that Department issues some passports to resident

aliens; see Act of March 2, 1907, entitled "An Act in reference to the expatriation of citizens". Consular passports are frequently presented and issued often even with less information than it is practicable for the Department of State to secure. Furthermore, there is, I am sorry to say, more or less trafficking in passports.

I am still of the opinion that the newly devised "List of United States Citizens" will prove useful both to the Government, the steamship companies, and to numerous United States citizens. The fact that a few of the latter cannot make out such a convincing case as to entitle their names to be placed on it constitutes no legitimate cause for indignation on their part and does not detract from the usefulness of the sheet.

Respectfully,

(Signed) Wm. Williams.

Commissioner.

VL

438-15

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 12, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

Congressman Moore of Pennsylvania returned recently from Panama on S. S. "Colon", and I wrote asking him to express his views as to how the first cabin inspection was conducted. Here is what he says. It will please you:

> I am glad to have your favor of April 9th and write in a hurry to say that I was very much pleased with the inspection conducted by Mr. Coyne on the arrival at New York of the steamer Colon from Panama last week. The inspection seemed to me to be intelligently and thoroughly done. I was particularly interested in finding out whether any of the West Indians were coming through, but apparently there were none on this ship.

Respectfully,

Wm. Williams

Commissioner.

WL

Noted 10.

F.A.

Dm

Formally acknowledged April 10 - 1912

A.S.L.

Department of Commerce and Labor
Bureau of Immigration and Naturalization.

No. 53438/15 April 15, 1912.

Memo. for the Division of
Publications.

Returned herewith is the proof of the list of United States citizens, together with copy of Commissioner William's letter of April 10th. The suggestions made by him are approved by the Bureau, and it is requested that the form be given a number in the general catalogue; also that the editions be increased by 5000 each of the first and second cabin and steerage manifests, providing the condition of the printing appropriation will justify such increase.

Exact copy as signed by Paul. J. Keefe

Mailed 4/15 by W

EFH Commissioner-General.

Inc. 67.

No. 204
El. 9-23-10—300,000

52516-27

Department of Commerce and Labor
IMMIGRATION SERVICE

98553/3

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 29, 1913.

53438-15

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Under date of April 8 the Chief of the Division of Publications transmitted to me copy and proof of our new "List of United States Citizens" for revision. I return the same and in addition to the corrections which I have therein made, all of them in the interest of securing precise information, I suggest the following:

1. This should not be merely a New York form, but should be a general one in the same way as the alien manifest sheets are general. One of the first questions asked by the lines was whether the new form would not be general. I wrote you about this yesterday - see my 98284/88. It seems to me that there is every reason why it should be, and none against it. If you agree, then the words "New York" should be omitted. If this becomes a general form the questions on slip in red ink attached to the proof become superfluous. If not, let it be New York Form No. 167, which is not in our new catalogue.

2. I suggest (though I do not feel very strongly about this) that after the words "List of United States Citizens"

there be added the words "for the Immigration authorities". With these words in, it seems to me, we eliminate all possibility of these lists being handed to the Collector instead of to the Immigration officers.

2. Note my correction as to the type used for the "Important Notice" at the bottom. You will see at once why I suggest much heavier type.

Respectfully,

Wm. Williams

Commissioner.

Inc. 5307

WL

53438/15 April 12, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

In reply to your letter of the 9th instant, No. 98524/88, you are advised that the adoption of the "list of citizens" will for the present be confined to the port of New York until we ascertain how the plan works. If it is successful in operation there is no reason why the steamship company should not be allowed to use the blanks at other ports, as it would undoubtedly expedite the business and make less trouble for the steamship officers.

Please retain a number of the circulars of which you have had mimeograph copies prepared, so that they may be called for if or when the plan is placed in operation at the other ports of entry.

Exact copy as signed by Danl. J. Keefe
Mailed 4/14 by
Commissioner-General.

EFH.

90824/38

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 9, 1912.

Commissioner-General of Immigration,
Washington, D. C

Sir:

I am very glad to know that the new citizens' manifest will be ready shortly. Yesterday I sent to Mr. Lawson Sandford a notice of which I enclose copies. Except as to a few changes in verbiage it is identical with the paper which I heretofore submitted to you for approval. Mr. Sandford is this afternoon sending this notice to all of the lines. He inquired whether the new method would be adopted at all of the ports. I stated that while I could not answer personally for this, I had no reasonable doubt that it would be, since all of the ports would soon be using the new citizens' manifest. If you so desire I shall send copies of the enclosed notice to the other Commissioners; or if you prefer, I shall send you a number thereof so that you may do this yourself.

Respectfully,

Commissioner.

Inc. 3304

WL

Department of Commerce and Labor
IMMIGRATION SERVICE

98524/88

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April, 1912.

NOTICE CONCERNING MANIFESTING OF UNITED STATES CITIZENS AND INSPECTION OF CABIN PASSENGERS.

TO WHOM IT MAY CONCERN:

In the interest of expediting the landing of United States citizens as well as the inspection of aliens arriving as cabin passengers at the Port of New York, the immigration authorities request that steamship companies observe the following rules:

(1) Passengers to the United States who claim to be United States citizens on the ground that they were born in the United States shall at or prior to the time of foreign embarkation be requested to state with accuracy their place of birth. Those claiming to be United States citizens through naturalization shall be requested to furnish the date of their naturalization papers and the name of the court which issued them. Passengers furnishing information either as to their place of birth or naturalization which shall satisfy the steamship agents concerned that they are citizens, may be listed on special manifest sheets separate and apart from those used for the listing of aliens, and the information so furnished shall also be entered on the

manifest.

NOTE: Steamship agents abroad shall be warned that persons often carelessly state that they are United States citizens when in fact they have merely declared their intention to become such and secured what are known as "first papers". A person can become a citizen through naturalization only upon securing final citizenship papers and these are granted only after a residence of at least five years in the United States.

They shall also be warned that passports are not always proof of citizenship, and that the information as to birth or naturalization called for by this notice shall be requested irrespective of whether or not a passport is presented.

(2) Great care shall be taken not to insert on a citizens' manifest sheet the name of any passenger as to whose citizenship there is any doubt; but on the contrary all such names shall be placed on the manifest sheets used for the listing of aliens, adding (if this be desired) "Claims U. S. citizenship", or words to this effect.

(3) To each cabin passenger there shall be delivered during the voyage a ticket or identification card (in accordance with Section 13 of the immigration act) to be presented to the immigration authorities upon arrival. First cabin passengers shall receive pink cards and second cabin passengers yellow cards.

(4) The manifest sheets pertaining to each class of ~~manifest~~ passengers shall be designated by consecutive numbers and the use of letters discontinued. Each identification card shall show in plain figures (at least 1/4 inch high) the number of the manifest sheet to which it relates, so that the immigrant inspector may quickly determine the position of the passenger's name on the

manifest.

(5) The appropriate ship's employees shall be instructed to assist the immigration officers in segregating the citizens from the aliens, in otherwise grouping passengers for inspection, and after arrival at the pier in summoning relatives there awaiting detained aliens.

NOTE: It is important that passengers be kept in lines and not permitted to crowd about the inspectors and thus impede them in their work. Cabin passengers who have been inspected and passed should not be permitted thereafter to remain in the cabin where congestion will result.

WILLIAM WILLIAMS,

Commissioner.

53438/15. April 8, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

In reply to your letter of April 3rd, No. 98524/88, you are advised that the proof of the "Citizen Manifest Sheet" will be forwarded to you to-morrow. As you were orally advised on Saturday, last, the Division of Publications has made this order "special" and the Bureau doubts not that you will receive a shipment of the forms within a very short time after the proof is returned.

Exact copy as signed by Daml. J. Keefe

Mailed 4/8 by W.

Commissioner-General.

FSL

Department of Commerce and Labor

98524/88 IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April 3, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

See your 53438/15 of April 2.

1. We shall try and do the printing. Later I will let you know results.

2. The notice to the steamship companies can readily be taken care of through mimeographing.

3. Since the notice mentioned under "2" refers to a proposed "Citizen Manifest Sheet", please let me know whether you have approved of my plan that there be such a sheet and whether the sample sheet forwarded meets with your approval; and if yes,

4. Whether in due course I shall receive a printer's proof thereof. Perhaps by the time it is received and with further time to consider this matter some slight changes will suggest themselves.

5. If the new citizen's manifest sheet will not be ready for some time I shall, in order not to delay the sending out of the notice described under "2" hereof, rephrase it so as to let it appear that the special manifest sheet for citizens will follow shortly, and that in the meantime the present sheets, inappropriate though they be, shall be used. Can you give me some idea how long it will be before the new sheets will be ready?

Respectfully,

Wm Williams

VL

Commissioner.

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

53438/15 April 2, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

In reply to your letter of March 26th, No. 98524/88, you are advised that the Bureau has carefully considered the matter of having leaflets printed for distribution among cabin passengers, and is of opinion that the idea is a good one, although a practical difficulty presents itself in that the expense of printing would be very heavy. A solution appears in the fact that you have at Ellis Island a small job press, which is presumed to be used much less since the new card index system was adopted, and it occurs to the Bureau that you might be able to have these leaflets stereotyped and run them off on this press as a mere incident to the regular work for which this article of equipment is required. If you can do this it will simplify the matter very much, and it is suggested, if the bed of the press is sufficiently large, that you might save something by printing from two to four of the leaflets at one operation. It is presumed, of course, that you will have the notice to steamship companies printed or mimeographed at Ellis Island.

Exact copy as signed by Danl. J. Keefe
Mailed 4/W by W
Commissioner-General.

EFH

Department of Commerce and Labor
BUREAU OF
IMMIGRATION AND NATURALIZATION
Washington

52873/8-D

April 2, 1912.

Commissioner of Immigration,
Ellis Island, N. Y. H.

In reply to your letter of March 29th, No. 98524/88, and in reference to yours of March 25th, bearing the same number, you are advised that the Bureau has arranged with the Division of Publications to proceed with the printing of lists of United States citizens as follows: 50,000 first cabin, pink paper, 25,000 second cabin, yellow paper, 15,000 steerage, white paper. The size will be 18 1/2 x 18, or precisely one-half the length of the inbound alien manifest.

As indicated in Bureau telegram of March 28th, the appropriation for printing during the current fiscal year is rather depleted, and for this reason it is necessary to ask you to reduce your requisition to actual needs up to the end of June. It is of course realized that the use of these lists will save a corresponding number of the regular inbound alien manifests.

Exact copy as signed by Danl J. Keefe
Mailed 4/4 by
Commissioner-General.

EFH
ROD

873
8

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524 - 88.

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 29, 1912.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Replying to your telegram of March 28th, I have to advise that requisition for United States citizen lists can be reduced fifty per cent in each instance, which quantities will about carry us into the ensuing fiscal year. As stated in my letter of the 25th instant proof should be submitted before these forms go to print, in order that revision may be made to meet any change that may be subsequently decided upon.

Respectfully,

Commissioner.

Department of Commerce and Labor

F.H.L.

I don't suppose the use of these lists is compulsory and as it will no doubt be a convenience, both to the Sp Cos and our officers, I can see no objection to providing the forms.

RDS

OK

No. 204
Ed. 5-9-11—600,000

No. 52873/8-D. March 28, 1912.

Immigration Service,
Ellis Island, N. Y.

Cannot requisition for List of Citizens be reduced? Printing appropriation short. What is estimated number each kind required for balance this fiscal year?

LARNED.

- -

Attest:

(Signed) F. H. Larned,

Acting Commissioner-General.

FSL.

53438-15
52873-8

Department of Commerce and Labor — IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 26, 1912.

Reasonable expedition urged so that new plan may be made effective before heavy return in travel in cabins begins.
W. W.

tion,

Washington, D. C.

Sir:

I refer back to my letter of March 4 in relation to the further systematization and expedition of cabin inspection. I am this day in receipt from Mr. Lawson Sandford of a letter of which I annex copy from which you will see that the steamship companies approve my new plan and assure me of their cooperation, without which it will be very difficult to put it into effect. I now annex a revision of my "Proposed notice to steamship companies" forwarded to you under date of March 4. There is no material variation and such changes as I have made are due to further consideration given this matter in the meantime. My plan is a very simple one. Its principal object is to bring about a prompt segregation of citizens from aliens, thereby reducing enormously the work of the inspectors in the cabin, enabling citizens to land with a very small amount of delay and obviating the necessity of compelling them to stand in line with aliens.

Since writing you on March 4 we have devised a proposed new citizens' manifest entitled "List of United States Citizens". I sent you a copy thereof under date of March 25 and ask you to

...erce and Labor

IMMIGRATION SERVICE

98524/88

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 26, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

I refer back to my letter of March 4 in relation to the further systematization and expedition of cabin inspection. I am this day in receipt from Mr. Lawson Sandford of a letter of which I annex copy from which you will see that the steamship companies approve my new plan and assure me of their cooperation, without which it will be very difficult to put it into effect. I now annex a revision of my "Proposed notice to steamship companies" forwarded to you under date of March 4. There is no material variation and such changes as I have made are due to further consideration given this matter in the meantime. My plan is a very simple one. Its principal object is to bring about a prompt segregation of citizens from aliens, thereby reducing enormously the work of the inspectors in the cabin, enabling citizens to land with a very small amount of delay and obviating the necessity of compelling them to stand in line with aliens.

Since writing you on March 4 we have devised a proposed new citizens' manifest entitled "List of United States Citizens". I sent you a copy thereof under date of March 25 and ask you to

read that letter in connection with this. I make only this change therein: The citizens' manifest should be in three colors as are the aliens'. The difference in size will enable us quickly to segregate them from the aliens' manifest without the need of a different color. (Yesterday I suggested light blue for the citizens' manifest; this suggestion is withdrawn).

The Customs authorities for sometime past have been distributing through the pursers leaflets giving passengers already on the outward voyage certain important information concerning the Customs laws. Both the Collector and Mr. Sandford tell me that these leaflets are very popular with the travelling public and serve to prepare them for the customs examination. Mr. Sandford asked whether a small leaflet could not be provided by the immigration authorities. I think his suggestion an excellent one and I have acted on it to the extent of preparing the contents of such a leaflet. I annex it hereto. I suggest that it be printed on a sheet conforming in size approximately to the enclosed sample. A great many thousand copies will be required. It is my experience that travellers will acquiesce in rules and regulations and cooperate in their enforcement if they know something about them in advance and the reason for their existence instead of being merely ordered to obey without being given such information. I think that most citizens reading the enclosed will see at a glance

why the immigration authorities go into the cabins and why we ask citizens to give us enough information to enable us to tell that they are in reality such and that they are not foreigners seeking to evade our laws.

If you disapprove of any minor matters in any of the enclosures please give me an oppertunity to make correction. I am sure that the scheme as a whole will meet with your approval.

Respectfully,

Wm. Williams

KMC
Encl.1190

Commissioner.

P. S. In my letter of March 25 I adverted to the fact that citizens could be such without either having been native born or naturalized (for instance when born abroad of parents who are American citizens). Instances of this sort are of relatively rare occurrence in steamship travel and might present complicated questions of fact. If we prepare a column for such instances in the "List of United States Citizens" we may defeat our very object in creating this list, namely, a quick segregation of passengers as to whose citizenship there is no doubt. I have prepared the papers I am enclosing upon the assumption that the only citizens to go on this list shall be those who are native born or naturalized. The others can be listed for the present at least as they now are, on the alien manifests with the notation that citizenship is claimed.

W.W.

THE TRANS-ATLANTIC
PASSENGER CONFERENCES.

17 State Street, New York,
26 March, 1912.

Hon. Wm. Williams,
U. S. Commissioner of Immigration,
Ellis Island, N. Y.

Sir:

U. S. GOVERNMENT INSPECTION OF CABIN PASSENGERS

Adverting to your favor of 6 March, No. 98524/83, transmitting "Proposed Notice to Steamship Companies (as to cabin inspection)", which it is noted is not in final form.

And also to your favor 25 March (same reference number). The subject has been carefully considered by the U. S. Port Steamship Lines in meeting.

These Lines desire to say that they will do everything they can to facilitate the work of the Immigration Authorities and will be glad to give the "Proposed Notice" a thorough trial as soon as it is officially promulgated.

After discussion of the terms thereof, it was decided that there was nothing that could now be suggest by the Lines in answer to your kind invitation for comment, beyond a reference made by one Line that you might find it desirable to add in Paragraph 1, of the notice that passengers in possession of U. S. passports need no be asked as to "where born", "when naturalized", etc.

It is understood that the cabin inspection occurs before first and second cabin passengers embark and that the Lines shall take up the cards at the gangway as the passengers disembark to constitute a check - the cards being stamped by the inspectors as proof of permission to land.

Each Line will print its own cards, conforming as to style, etc., with the samples you have supplied - red cards for first cabin and yellow cards for second cabin. The use of these cards will be begun as promptly as possible.

Doubtless it is the intention to supply the Lines with the manifest forms imprinted on distinct different colors of paper to serve as a ready means of identification of those on which shall be recorded information concerning citizens and aliens.

To simplify the return of those cabin passengers booking Westbound prior to leaving the United States it is likely that your notice will be issued to all booking agents in America in somewhat the same general style which was found useful in December, 1910, in notifying the booking agents of the Eastbound manifest requirements - samples of the joint circular then issued are attached.

It is understtod that every effort is to be made to avoid friction with passengers and if at any time either the Government or the Steamship Lines find that amendments, alterations or improvements can be applied to the general measure, it is doubtless very simple to arrange for such action.

The Conference Office is directed to continue in communication with your good self in respect to any matter that may arise in the premises, and will serve as a medium of communication for all Trans-Atlantic Lines at U.S. ports, Portland on the north, Newport News and Norfolk on the south, inclusive.

Yours very truly, (Sgd.) Lawson Sandford.

Office of
Commissioner of Immigration,
Ellis Island, New York Harbor.
April, 1912.

NOTICE CONCERNING MANIFESTING OF UNITED STATES CITIZENS

AND INSPECTION OF CABIN PASSENGERS.

TO WHOM IT MAY CONCERN:

In the interest of expediting the landing of United States citizens as well as the inspection of aliens arriving as cabin passengers at the Port of New York the immigration authorities request that steamship companies observe the following rules:

(1) Passengers to the United States who claim to be United States citizens shall at or prior to the time of foreign embarkation be requested to state whether they claim citizenship on the ground that they were born in the United States or through naturalization. The former shall be further requested to state their place of birth and the latter the date of their naturalization papers and the name of the court which issued them. Passengers furnishing such proof of their citizenship shall be listed on special manifest sheets separate

and apart from those used for the listing of aliens.

NOTE: Steamship agents abroad shall be warned that persons often carelessly state that they are United States citizens when in fact they have merely declared their intention to become such and secured what are known as "first papers". A person can become a citizen through naturalization only upon securing final citizenship papers and these are granted only after a residence of at least five years in the United States.

(2) Great care shall be taken not to insert on a citizen manifest sheet the name of any passenger as to whose citizenship there is any doubt; but on the contrary all such names shall be placed on the manifest sheets used for the listing of aliens, adding (if this be desired) "Claims U. S. citizenship", or words to this effect.

(3) To each cabin passenger there shall be delivered during the voyage a ticket or identification card (in accordance with Section 13 of the immigration act) to be presented to the immigration authorities upon arrival. First cabin passengers shall receive pink cards and second cabin passengers

yellow cards.

(4) The manifest sheets pertaining to each class of manifest shall be designated by consecutive numbers and the use of letters discontinued. Each identification card shall show in plain figures (at least 1/4 inch high) the number of the manifest sheet to which it relates, so that the immigrant inspector may quickly determine the position of the passenger's name on the manifest.

(5) The appropriate ship's employees shall be instructed to assist the immigration officers in segregating the citizens from the aliens, in otherwise grouping passengers for inspection, and after arrival at the pier in summoning relatives there awaiting detained aliens.

Note: It is important that passengers be kept in lines and not permitted to crowd about the inspectors and thus impede them in their work. Cabin passengers who have been inspected and passed should not be permitted thereafter to remain in the cabin where congestion will result.

WILLIAM WILLIAMS,

Commissioner.

Department of Commerce and Labor.
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

April, 1912.

INFORMATION FOR PASSENGERS CONCERNING THE UNITED STATES IMMIGRATION LAW.

1. The immigration law applies to all aliens, and not merely to those commonly known as immigrants. It applies to aliens whether they have previously resided in the United States or not, and even though they may have declared their intention of becoming citizens and taken out "first papers".

2. The fact that aliens travel in cabin quarters does not relieve them from the terms of the immigration law. If this were otherwise, well-to-do aliens belonging to the excluded classes could readily secure entrance to the United States. The inspection of alien cabin passengers at New York occurs usually on board ship between the Quarantine Station and the dock, whereas aliens travelling in the third

class or steerage (commonly known as immigrants) are brought to Ellis Island for inspection.

3. Each passenger to the United States will receive on board an identification card, to be presented upon arrival to the immigration authorities so that they may promptly ascertain his place on the ship's manifest and thus expedite inspection and landing.

4. The law provides that every alien who does not appear to the examining immigrant inspector to be "clearly and beyond a doubt" entitled to land shall be detained for "special inquiry". Only those alien cabin passengers are sent to Ellis Island whose right to land is not clear.

5. The immigration authorities have no jurisdiction over United States citizens, but they have the right to satisfy themselves that passengers claiming to be United States citizens are in fact such and not falsely claiming citizenship to evade the immigration law or the payment of the $4 head tax. United States citizens can aid in the

execution of the immigration law in several ways. Those who are native born should, upon request, inform the steamship authorities as to their place of birth and those who are naturalized as to the date of their naturalization papers and the name of the court which issued them. Citizens, like aliens, can expedite their own landing by holding the identification cards given them in readiness upon arrival.

6. Following are the principal classes of aliens excluded from admission to the United States:

Idiots, imbeciles, feeble-minded persons, and epileptics.
Insane persons and those who have been insane within five years.
Persons who at any time have had two or more attacks of insanity.
Paupers and persons likely to become a public charge. [redacted]
Persons afflicted with tuberculosis or with a loathsome or dangerous contagious disease (including trachoma).
Persons suffering from any mental or physical defect which may affect their ability to earn a living. [redacted]
Criminals, polygamists, and anarchists.
Prostitutes, procurers, and "persons who are supported by or receive in whole or in part the proceeds of prostitution."
Persons coming to perform manual labor under contract made abroad. [redacted]
Persons whose ticket or passage has been paid for by any association, municipality, or foreign government.
Children under 16 unaccompanied by either parent, except in the discretion of the Secretary of Commerce and Labor. [redacted]

7. Where alien children under 16 unaccompanied by either parent, are admitted and neither parent being in the United States, the minimum requirements are that they shall enjoy good health, shall be going to close relatives who are able and willing to support and properly care for them, shall be sent to school until 16, and shall not be

put at work unsuited to their years. Frequently the Government requires a bond conditioned that they shall be sent to school until 16 and shall not become a public charge.

8. The business of quarantine at the port of New York is conducted by the State of New York, not by the Federal Government. Quarantinable diseases are cholera, yellow fever, small-pox, typhus fever, leprosy and plague. Both citizens and aliens suffering from any of these diseases are removed from the vessel at the Quarantine Station, Staten Island. Aliens are subject to further medical examination by surgeons of the United States Public Health and Marine Hospital Service, acting on behalf of the immigration authorities, with reference to all physical and mental diseases or defects specified in the immigration law; and these include tuberculosis, trachoma, favus and other skin diseases, as well as numerous other disorders, also insanity, idiocy, imbecility and feeble-mindedness.

9.

(arrested and)

An alien may be deported at any time within three years of his arrival in case either (1) he entered the United States in violation of law, or (2) he entered without inspection, or (3) he has become a public charge from a cause existing prior to landing. An alien has entered the United States in violation of law if in fact he belonged to one of the excluded classes, although such fact may at the time of entry have escaped attention. Usual instances in which an alien becomes a public charge are where he enters a public almshouse or a hospital or is sent to jail. What may be a "cause existing prior to landing" depends somewhat on the circumstances of each case. Where the alien is found in a public almshouse or a hospital the proof usually required to show that his presence there is due to a "cause existing prior to landing" is a medical certificate establishing the existence of some mental or physical disability prior to the time when he entered the country. Alien prostitutes and procurers may be deported [redacted] regardless of the time when they entered the country.

By Order of the

COMMISSIONER OF IMMIGRATION

at the Port of New York.

This paper to be printed on leaflets of approximately annexed shape and size

Sample Form.

Department of Commerce and Labor

Ellis Island, N.Y.
March 25, 1912.

Dear Mr. Larned:

I call your particular attention to this. Sorry to have made you any trouble if I have.

W. W.

W.

No. 203
Ed. 5-20-10—500,000

1 1 57893-8

...merce and Labor
...N SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 25, 1912.

...ration,

...his office sent on a requisition ...y. It relates to proposed new ...d States citizens. This request ...ded it should. I did not intend ...esponded with you in relation to this departure; so please hold it a day or two. It hangs together with the subject matter of my letter of March 6 to Mr. Lawson Sandford looking to a more expeditious examination of first cabin passengers. I just learn over the telephone that the lines are in accord with my general plan, which includes separate manifest sheets for United States citizens. Of course, if you are willing now to give your approval thereto, then my requisition can stand. It merely calls for proofs, and before the proofs are ready I shall have been able to forward you Mr. Sandford's detailed comments (which he promised to send tonight) on my plan.

To one thing I call attention: Since I prepared the draft for new "List of United States Citizens" I realise that I provide a place on this sheet for only two classes of

For matter Re examination first cabin passengers, See 53488-15

54873-8

erce and Labor
SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 25, 1912.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Under date of March 22 this office sent on a requisition of which the annexed is a copy. It relates to proposed new forms for manifests for United States citizens. This request went out earlier than I intended it should. I did not intend it should go until I had corresponded with you in relation to this departure; so please hold it a day or two. It hangs together with the subject matter of my letter of March 6 to Mr. Lawson Sandford looking to a more expeditious examination of first cabin passengers. I just learn over the telephone that the lines are in accord with my general plan, which includes separate manifest sheets for United States citizens. Of course, if you are willing now to give your approval thereto, then my requisition can stand. It merely calls for proofs, and before the proofs are ready I shall have been able to forward you Mr. Sandford's detailed comments (which he promised to send tonight) on my plan.

To one thing I call attention: Since I prepared the draft for new "List of United States Citizens" I realise that I provide a place on this sheet for only two classes of

For matter Re examination first cabin passengers, See 53438-15

citizens: (a) those who are native born, (b) those who are naturalised. From time to time a few other classes of citizens arrive; for instance, children born abroad of United States citizens. Whether or not to create a separate column or how to deal with them I am not certain. The instructions printed on this sheet are intended for the benefit of foreign steamship agents and they should be kept as simple as possible. I shall be glad to have your views. I shall suggest that the citizens' list, if adopted, be light blue for all of the classes.

Respectfully,

Wm. Williams

Enc. 2889 Commissioner.

VE

DEPT. REQ. NO. .....

Form 587

REQUISITION FOR BLANK FORMS

TO BE FORWARDED TO THE COMMISSIONER GENERAL OF IMMIGRATION APRIL 1 AND OCTOBER 1

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF Commissioner,

PORT OF New York, N. Y.

March 22, 1912

The SECRETARY OF COMMERCE AND LABOR:

Please furnish this office, for use during the six months ending ....., 191
(Insert March 31 or September 30.)
the blank forms indicated below.

RECOMMENDED: Commissioner of Immigration
(Official title.)

Commissioner General of Immigration.

11—2480

NUMBER ON HAND	FORM NO.	QUANTITY DESIRED	QUANTITY ISSUED	TITLE OR DESCRIPTION (*Titles of forms may be abbreviated, and size should be omitted*)
New	167	~~100,000~~ 50000		List of United States Citizens (1st Cabin) Blue
"	167a	~~50,000~~ 25000		do 18½ x 18. (2nd Cabin) Yellow
"	167b	~~25,000~~ 12500		do (steerage) White
		Cut of above 4/1/12 MD		NOTE: To be printed on paper of same grade as regular incoming manifest sheets, the color scheme of which should govern the designation of these new forms.

DEPT. REQ'N NO. _____

Form 587

REQUISITION FOR BLANK FORMS

TO BE FORWARDED TO THE COMMISSIONER GENERAL OF IMMIGRATION APRIL 1 AND OCTOBER 1

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF Commissioner,

PORT OF New York, N. Y.

March 22, 191 2

The SECRETARY OF COMMERCE AND LABOR:

Please furnish this office, for use during the six months ending _____, 191
(Insert March 31 or September 30.)
the blank forms indicated below.

_____

Commissioner of Immigration
(Official title.)

RECOMMENDED:

_____

Commissioner General of Immigration.

11—2480

NUMBER ON HAND	FORM NO.	QUANTITY DESIRED	QUANTITY ISSUED	TITLE OR DESCRIPTION (*Titles of forms may be abbreviated, and size should be omitted*)
New	167	100,000		List of United States Citizens (1st Cabin)
"	167a	50,000		do (2nd Cabin)
"	167b	25,000		do (steerage)

NOTE: To be printed on paper of same grade as regular incoming manifest sheets, the color scheme of which should govern the designation of these new forms.

MEMORANDUM

Relative to further correspondence with regard to Ellis Island letter, herein, with regard to addtional force for the examination of first cabin passengers, Ellis Island subsequently recommended that 52036-170 53000-71-A Inspectors Pearsall and Henry be reinstated, but Bureau refused this request, owing to the condition of the appropriations at this time, stating that it would be a serious drain thereon.

FOR THIS CORRESPONDENCE SEE FILE 52999/24-E.

53438/15

March 5, 1912.

Immigration Service,
Ellis Island, N.Y.H.

Your number ninety-eight five twenty-four sub eighty-eight, Department and Bureau see no objection your plan regarding citizen cabin passengers.

KEEFE.

Attest:

(Signed) Danl. J. Keefe.

Commissioner-General.

AEY-F

Assistant

Ser 2730. 77 for General File Re Citizenship reference to this Matter being therein.

Department of Commerce and Labor.

98524/88 IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

March 4, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

I enclose copy of proposed letter to Mr. Lawson Sandford the purpose of which is to systematize and expedite cabin inspection and the early release of U. S. citizens. I propose something which if carried out I am sure will assist in the accomplishment of these things. More hereof later. At this juncture I desire merely to know whether you see any possible objection to this office requesting the steamship companies to instruct their foreign agents to make inquiries of U. S. citizens as to their places of birth or naturalization papers as the case may be. I can see none.

I shall appreciate an early reply. I want to get our cabin inspection machinery better oiled at once. While no great numbers of citizens are returning just now from Europe yet a great many are from Bermuda. We have nothing to do with citizens and the quicker we can segregate them from aliens and let them go the better for all concerned.

In this connection it may interest you to read notices which in 1908 (August 25 and October 20) I issued in relation to manifests and the systematization of inspection of all kinds. Prior to that date the manifests were all of the same color and cabin passengers were inspected with reference to the printed lists instead of the manifests.

Respectfully,

Commissioner.

Inc. 2844
VL

Department of Commerce and Labor
IMMIGRATION SERVICE

98524/88

Re inspection of cabin passengers.

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.
March ., 1912.

Lawson Sandford, Esq.,

17 State St., New York City.

Sir:

I am anxious further to simplify and systematize the inspection of cabin passengers, both first and second, and to expedite the landing of U. S. citizens travelling as cabin passengers. The most important thing in this connection is to find a means at the beginning of the inspection quickly to segregate the citizens from the aliens. With this end in view I have to suggest that passengers furnishing proof of their citizenship be listed on manifest sheets separate and apart from those used for the listing of aliens, in accordance with the draft of a proposed notice herewith enclosed, the contents of which I will not repeat here. I do not think citizens will be unwilling to furnish the proof of their citizenship contemplated by this notice which, if it meets with your approval, I intend supplementing with a paper explanatory of the essential features of the immigration laws for distribution aboard ship. You have reminded me that a similar paper exists and is distributed on board ship in reference to the examination of baggage.

The names of passengers declining to give the proof con-

templated by the enclosed notice should be placed on the alien manifest sheets, possibly with notation that citizenship is claimed.

The moment the immigration authorities are satisfied that a passenger is a citizen they have nothing more to do with him and the sooner they are so satisfied the better. Unfortunately in the past many returning saloon passengers have been erroneously listed as citizens, with incidental loss to the Government of revenue. I am willing to assume that such erroneous listing has been unintentional and due to the failure of clerks to distinguish between citizens and those who have merely declared their intention. If under the new plan the immigration authorities were to become satisfied that careful inquiry is made as to citizenship and that the entries on the citizens' manifests were made with care and deliberation, they might eventually accept them as conclusive. In the meantime the citizens' manifests would at least furnish a means of promptly separating the aliens from those who were presumably, if not certainly, citizens, and this would be a great gain.

The enclosed notice contemplates that all cabin passengers shall hereafter receive identification cards. While each line may prepare its own card in such form as it pleases, yet it is desirable that there be some uniformity in order that the inspectors may at a glance learn of their contents, particularly the number of the manifest sheet to which they pertain. This notice is not in final form, but the matters which I contemplate adding are not important and I do not delay sending you this letter on their account. I shall be glad to receive any suggestions you may care to make in regard to the foregoing matters.

Respectfully, (Signed) Wm. Williams.

Inc. 2843
VL

Commissioner.

PROPOSED NOTICE TO STEAMSHIP COMPANIES.

(As to cabin inspection)

In the interest of expediting the landing of U. S. citizens as well as the inspection (and landing) of aliens arriving as cabin passengers at the port of New York, and in order to facilitate the collection of head tax as regards the latter, the immigration authorities request that the following rules be observed:

1. Passengers to the United States who claim to be United States citizens shall at the time of foreign embarkation be requested to state whether they are native born or naturalized. The former shall be further requested to state their place of birth, and the latter the date of their naturalization papers and the name of the court which issued them. Their answers shall be entered on the manifest following the words "U. S. Citizen". Passengers furnishing such proof of their citizenship shall be listed on manifest sheets separate and apart from those used for the listing of aliens, to be known as "Citizens' Manifest Sheets".

NOTE. Steamship agents abroad shall be warned that persons often carelessly state that they are citizens when in fact they have merely declared their intention to become such and secured what are known as "first papers". In order that a person not born in the United States shall become a citizen it is necessary that he shall have secured final citizenship papers, and these are granted only after a residence of at least five years in the United States.

2. Great care shall be taken not to insert on a citizen manifest sheet the name of any passenger as to whose citizenship there is any doubt; but on the contrary all such names shall be placed on the manifest sheets used for the listing of aliens, adding (if this be desired) "Claims U. S. citizenship", or words to this effect.

3. To each cabin passenger there shall be delivered during the voyage a ticket or identification card (in accordance with Section 13 of the immigration act) to be presented to the immigration authorities upon arrival. First cabin passengers shall receive pink cards and second cabin passengers yellow cards.

4. Manifest sheets shall be designated by consecutive numbers (the use of letters to be discontinued) and each identification card shall show in plain figures (at least one-quarter inch high) the number of the manifest sheet to which it relates, so that the immigrant inspector may quickly determine the position of the passenger's name on the manifest.

5. The appropriate ship's employees shall be instructed to assist the immigration officers in segregating the citizens from the aliens, in otherwise grouping passengers for inspection, and after arrival at the pier in summoning relatives there awaiting detained aliens.

NOTE: It is important that passengers be kept in lines and not permitted to crowd about the inspectors and thus impede them in their work. Cabin passengers who have been inspected and passed should not be permitted thereafter to remain in the cabin where congestion will result.

WILLIAM WILLIAMS,

Commissioner.

U. S. IMMIGRATION SERVICE
Ellis Island, N.Y., August 23, 1902.

To the Owners of Steamships Bringing Cabin Passengers to the Port of New York.

In view of the approach of the season during which you will be bringing to this country cabin passengers in large numbers, the following is issued in hope that it may facilitate and improve the execution of the laws applicable to incoming aliens and lead to a better general understanding of the same.

1. The laws generally known as "Immigration Laws" relate, in fact, to all "aliens" coming to the United States. Such aliens may consist of tourists, persons coming here to take up their residence, persons coming temporarily for business or pleasure, persons in transit to other countries, steerage immigrants and others.

2. These laws have no application whatever to a United States citizen.

3. These laws require that you shall furnish the Government certain information therein specified concerning all aliens entering the United States by your vessels, but they do not prescribe the method by which such information shall be obtained. It may be obtained by inquiry, direct or indirect, by hearsay, by observation, or by any other method that may seem to you most appropriate. The "questions" are to be answered by the steamship companies, and the law does not require that any particular question be put to any passenger. While you will naturally seek to procure some of this information by questions, yet as to a portion of the same this method may prove unnecessary and indeed, in some cases, the least satisfactory means of enabling you to correctly write down the facts, which are what the Government requires. If an alien is suffering from a dangerous contagious disease, or if he is a noted criminal, he will generally avoid admitting that such is the case. You are none the less liable to a penalty for bringing him here because he may have stated to you that he was in good physical condition or that he was an honest man. The law places upon you the burden of correctly ascertaining and reporting the facts in each case, irrespective of what may be told you by the alien; but where this office is satisfied that you have made every proper effort to do this, it will not be disposed to enforce the penalty provided by law for an erroneous statement on the ship's manifest as to a first cabin alien.

4. Alien "tourists" must be manifested in the same manner as are other aliens. Since the Government will now separately record those who come here in the cabin for residential purposes and those coming as tourists, it requests that, as to all aliens of the latter class, the word "tourist" be inserted in column 11, for they have no "final destination."

5. During the first six months of 1902, "Additional Head Tax Money" in the amount of about $2,311 was collected at this port by inspectors boarding incoming vessels at the Quarantine Station from passengers (cabin and steerage) manifested as United States citizens but who, upon inquiry, were found to be aliens. Please urge upon your representatives in foreign ports the necessity of making renewed efforts to secure correct information as to the nationality of each of your passengers.

Respectfully,
WM. WILLIAMS,
U. S. Commissioner of Immigration.

AS TO MANIFESTS AND CABIN INSPECTION.

United States Immigration Service,
Ellis Island, New York, Oct. 20, 1902.

TO THE OWNERS OF ALL VESSELS BRINGING ALIENS TO THE PORT OF NEW YORK:

1. The statute provides that the alien passenger lists shall be designated by a "number or letter". Since it is customary to use letters rather than numbers for this purpose I now request that for the sake of uniformity only capital letters be used. Where there are more lists than there are letters in the alphabet, the remaining lists should be designated by two capital letters, as AA, BB, etc.

2. It will facilitate the work of the immigration authorities if the manifests pertaining to the several classes of aliens be printed on paper colored as follows:

First Cabin manifests on light pink paper,
Second Cabin manifests on light yellow paper,
Steerage manifests on white paper.

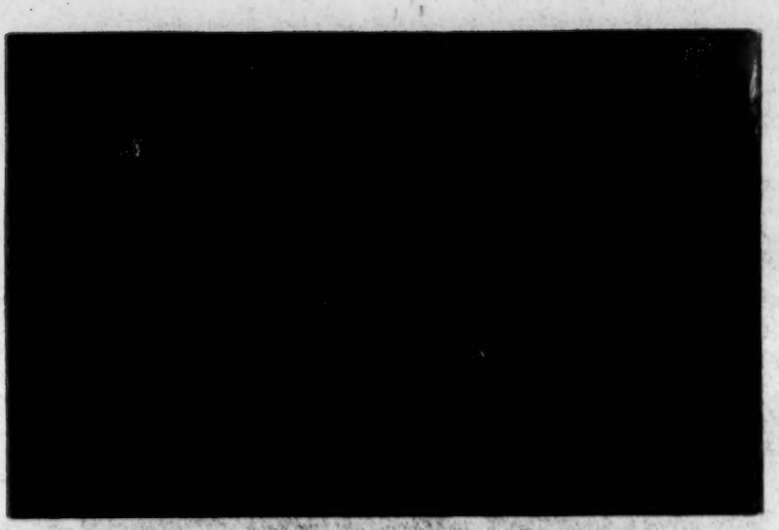
Since the manifests become permanent Government records it is requested that they be printed on paper of good quality. This has heretofore not always occurred, particularly in the cases of vessels proceeding from Italian ports.

3. The Government desires to systematize and expedite the inspection of second cabin aliens. This can be best accomplished by using the manifests in the place of the printed passenger lists, but to make the manifests available it is necessary that prior to reaching the Quarantine Station each second cabin alien be placed in possession of a ticket upon which shall be written the list letter and his number on such list. The second cabin lists will then, upon the arrival of the boarding officers, be divided in alphabetical order into as many parts as there may be boarding officers, and the second cabin aliens will readily divide themselves into the proper groups. I enclose a sample of a ticket which will be acceptable to the Government. Such a ticket is provided for by Section 2 of the Act of March 3, 1893.

4. The foregoing should be put into effect with all convenient speed, and should in any event take effect as to all vessels leaving foreign ports on or after December 15, 1902.

WM. WILLIAMS,

Commissioner.



White Star Line S.S. _____

FROM _____

SECOND CABIN MANIFEST SHEET _____ NUMBER ON SHEET _____

Name _____

and _____ members of family.

This card to be presented upon arrival to the immigration authorities

Mr Keirpe!
I think what
Mr. Stevens what let this rest for
the present
Please submit B&L 3/6/12
To Hon Secretary

OFFICE OF THE SECRETARY
RECEIVED
MAR 1 - 1912
DEPT OF COMMERCE AND LABOR

I am preparing
& consider
this [illegible] do
not suggest that appro-
priations will be made
Quote C.N.

Labor.

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

February 15, 1912.

...is of February 14 in
... January 29, asking for
...necessary "to make an
...cabin passengers arriving
...eceiving very careful at-
...ls here in order that
you might receive data of real value and that is why you have not heard from me sooner.

I will answer your second question first, namely, whether the extra force "could be diminished at certain seasons of the year and, if so, during what seasons and to what extent". The cabin arrivals vary, as you know, greatly. They are heaviest between June and November. It goes without saying that if the same inspection is to occur then as during the other months the force must be greater than it is during such other months, and conversely, the force on duty between December and June need not be as large as during the remaining portion of the year. These circumstances make it extremely difficult to say how many more men are needed for an "adequate reasonable inspection".

This matter referred to in letter from Station. file for this
Noted - K.

Labor

98524/88

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

February 15, 1912.

Commissioner-General of Immigration,

Washington, D. C.

RECEIVED
MAR 1 - 1912
DEPT. OF COMMERCE AND LABOR

Sir:

This is in reply to your No.53436/15 of February 14 in which you refer back to your letter of January 29, asking for an estimate as to the additional force necessary "to make an adequate reasonable inspection of the cabin passengers arriving at New York". This matter has been receiving very careful attention at the hands of several officials here in order that you might receive data of real value and that is why you have not heard from me sooner.

I will answer your second question first, namely, whether the extra force "could be diminished at certain seasons of the year and, if so, during what seasons and to what extent". The cabin arrivals vary, as you know, greatly. They are heaviest between June and November. It goes without saying that if the same inspection is to occur then as during the other months the force must be greater than it is during such other months, and conversely, the force on duty between December and June need not be as large as during the remaining portion of the year. These circumstances make it extremely difficult to say how many more men are needed for an "adequate reasonable inspection".

This matter returned in form file for this station.

Noted - To.

One thing is certain, namely, that the boarding division force of today, numbering sixteen officials, is quite inadequate for such an inspection even during the off months. The estimates vary as to how much greater this force should be for an adequate inspection during the off months. Mr. Debler says that five additional men will answer while Messrs. Uhl and Baker feel that eight are necessary. Having on several occasions witnessed the cabin inspection and the difficulties incident thereto and knowing as I do that the ships carrying cabin passengers are being built larger and larger I think Mr. Debler's figures are too low. However, the situation would be much improved if the boarding division had even five additional inspectors. This is the minimum. If you ask me how many men are needed for what may be termed the "rush months" of cabin passengers I should have to say that we ought to have six more than during the off months. I realize that it is most unlikely that you will find it practicable to supply us with these additional men. I am merely telling you in answer to your question what the Service needs.

Until we are provided with the necessary number of inspectors it seems useless to say anything further about possible lack of interpreters. It is obvious that in many of the second cabins interpreters are almost as necessary as they are on Ellis Island.

It is an unfortunate circumstance, but one over which we

have no control, that the boarding division inspectors have to work hard at certain times and that then again they will be for two or three hours without work. This is not the only important service in which such circumstances are found. The same condition exists to a still greater extent in the Custom House and numerous other kinds of public service which will at once occur to you.

I refrain from making any specific recommendation until I learn what you feel able to grant me in the way of additional men. To enable us to execute the immigration law as I personally feel that it ought to be we should have widely different appropriations from those now granted. It is useless for me to repeat what you already know, that there is very good reason for careful cabin inspection. Only last week we found an imbecile child in the first cabin of SS "Tasmania". Furthermore figures from January 1 to date tend to show that proper first cabin inspection means that the Government will receive some $12,000 per annum of head tax which, without such inspection, would be lost. Thus first cabin inspection more than pays for itself.

Respectfully,

Wm Williams

KMC

Commissioner.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53438/15. February 14, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

S i r:

The Bureau has received no reply to its letter of January 29th, asking that you submit an estimate as to how much additional force would be necessary to make an adequate reasonable inspection of the cabin passengers arriving at New York. If you have compiled any data in regard to this matter, the Bureau would be glad to have the same at your earliest convenience.

Respectfully,

Richard Debt. J. Keefe

Commissioner-General.

FSL.

TELEPHONE [illegible]
Intended for

"O wad some power the gift gie us
To see ourse's as ithers see us!"

HENRY ROMEIKE, Inc.

110-112 West 26th St., N. Y. City.

CABLE ADDRESS, "ROMEIKE" NEW YORK

The First Established and Most Complete Newspaper Clipping Bureau in the World

From

Address

Date

Establis

LETTERS TO THE EDITOR

Editor of [illegible]

May I impose your good nature and ask you to devote a little space in behalf of the better class of immigrants, or rather, may we say, travelers, that are being treated most shabbily by the immigration authorities of this city.

We of the "better class" consider the action of the immigration authorities a gratuitous insult to have the powers that compel us to pass the examination of ourselves and goods in the same manner as that used upon the other passengers.

There is nothing, to my mind, that strikes a more violent blow at our "position" and "caste" than this effort on the part of our overzealous and inquisitive immigration authorities, than the intimation that "first-class" passengers are not one whit better in the social scale than those horrid people who cross the Atlantic in the nauseating and ill-smelling steerage.

According to an interview published in this morning's Sun, Mr. Williams, the Commissioner of Immigration, said:

"Some of the most objectionable of the prohibited classes are likely to have means sufficient to enable them to buy a first-class ticket. I need only mention criminals and procurers. Unquestionably there are other objectionable persons [illegible]."

This most unfortunate that [illegible] should have so suddenly [illegible] forgotten that [illegible] placed in office to make a favorable [illegible] of the American aristocracy, and thus instill disrespect in the minds of the rabble, but rather to investigate that no aliens of questionable strength and proportions may enter our portals. This is done to permit only such immigrants to pass as will benefit the nation by swelling the service of our industries, thus preventing their closing down through lack of pliable servants. Mr. Williams should always bear in mind that immigration is permitted so as to keep arrogant labor unions from enforcing their unjust demands, by having always at the call of our managers of industries a large body of able-bodied men and women, who, [illegible] strange in the land, will gladly work under any conditions and for almost any wage. That, we of the upper classes, have always looked upon the duties of the immigration authorities, and when that body has the presumption to take upon itself the disgraceful "right" to insult that class which constitutes the backbone of the great American nation, [illegible] raise my voice in protest.

As to whether or not [illegible] and procurers are our fellow passengers is of small importance, in fact, it is a matter of which we take very little notice. We have never permitted the fact of how a gentleman gets his ready cash to stand as a barrier to our friendship. In fact, I might add, that the subject of money and money-getting never enters into the discussion of first-class passengers. We do not judge a gentleman by how much money he has, or how he has earned it, but by his behavior and manners while in our midst. We do not consider it polite to question a gentleman about his methods of living while not on the steamship; in fact, it would be considered a downright insult to interrogate one of our circle as to whether they are working or not.

I would suggest that our Immigration Commissioner desist in his inspection of first-class passengers, as I believe that it would be better to permit all kinds of criminals, procurers and gentlemen who earn their livelihood by cheating others, than that the tender sensibilities of our "society people" should be in any way hurt, no matter to what a minor degree.

Thanking you for your [illegible] I am,

ONE OF THE UPP[illegible]

Newport R. I.

No. 205
Ed. 2-3-11—300,000

TELEPHONE 929 CHELSEA
Intended for Dept of Com
"O wad some power the gifie gie us
To see oursel's as ithers see us."
HENRY ROMEIKE, Inc.
M 106-110 Seventy-second St., N. Y. City
CABLE ADDRESS, "ROMEIKE" NEW YORK
NEW YORK
The First Established and Most Complete Newspaper Cutting Bureau in the World
From American Exporter
Address New York City
Date FEB -- 1913

AMONG THE FUNCTIONS of the Department of Commerce and Labor is the fostering of American export trade. We would suggest to the officials of the Department that one way to accomplish that purpose, and one much cheaper than sending trade experts abroad—and in many cases a good deal more useful—would be to insist that the Immigration Bureau, which is a part of the Department, mend its manners.

Any American who has ever entered the port of New York from Central America and seen the immigration officials at work in the first cabin, realizes that there are worse things than slow boats for the traveler from Central America to put up with.

Some months ago two prominent business men from Europe were arrested on their arrival at New York, through somebody's mistake in the Immigration Bureau. No one seems to have heard of any Immigration Bureau Official losing his job because of that error.

The other day when the Cunarder "Carmania" arrived at New York the ninety-two first cabin passengers were put through a forty-five minute examination by inspectors of the Immigration Bureau—something which has not happened to the first cabin contingent of a transatlantic boat for something like five years. As a result the entire ninety-two, American as well as foreign, landed in New York indignant and violently expressive of their wounded feelings and of what they thought of some kinds of American officials. It is to be hoped that this is not to be a permanent feature, but an exception. Perhaps the gentlemanly officials were looking for a European swindler, or mayhap, a lady without her marriage lines.

"It's not so much what they say—it's the nasty way they say it." Doubtless there are sound reasons for the United States Government ascertaining whether a visitor from abroad is a polygamist or not, or an ex-convict, and so on, ad nauseam. Granted that these questions are necessary, let us insist that the officials ask them with as much delicacy as possible.

To our minds, a sensible feature of the much vaunted "dollar diplomacy" would be for the Secretaries of State, Treasury and Commerce and Labor to insist that every official under them who comes in official contact with foreigners treat them with courtesy, or quit.

They can then save up *all* their insolence for the benefit of American citizens who pass before them, and who apparently expect no consideration from petty Government officials.

The present writer in visiting a dozen Latin American countries found the customs and port officials invariably courteous and polite, with two exceptions; one was at Panama, where the representatives of the Isthmian Canal Commission do the inspecting—and do it as though they were examining a bunch of convicts. The other was in Cuba at the time of the American régime, when the Cuban custom officials had apparently been well trained in the discourtesy of American officialdom.

Merchants from the West Coast of South America, who have been delayed two or three days in the American quarantine station at Panama, have been very eloquent in speaking of the discourtesy and inconveniences to which they were subjected, and they claim that a great deal of irritation against the United States has been caused by the high-handed methods enforced at the quarantine station off Panama. Probably it is true.

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53438/15. February 8, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

S i r :

Your memorandum of the 25th ultimo, together with clipping from the evening edition of the New York "Staats Zeitung" of January 23d, 1912, in regard to the inspection of aliens at your port has been referred to the Acting Secretary, who carefully noted the same.

Respectfully,

(Signed) F. H. Larned,

Assistant Commissioner-General.

B-IHB

Department of Commerce and Labor

No. 53438/15. February 7, 1912.

N.Y.
5, 1912.

MEMORANDUM FOR THE ACTING SECRETARY.

Please note the attached clipping from the evening edition of the New York "Staats Zeitung" of January 23, 1912, in regard to the inspection of aliens at the port of New York.

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Commissioner-General.

B/JLD

No. 204
Ed. 1-23-11—500,000

FEB 7 1912

, N.Y.
January 25, 1912.

MEMORANDUM FOR MR. KEEFE:

It is so extraordinary to find the "Staats Zeitung" saying anything in favor of this office that I send you the enclosed. I think Mr. Cable would like to see it. Perhaps the explanation of this curiosity is found in the fact that it appeared in the evening edition, whose editor failed first to consult recent morning editions.

W. W.

VL

No. 204
Ed. 1-27-10—250,000

(Translation of clipping from Evening edition of the New Yorker "Staats Zeitung" of Jan. 23, 1912.)

It is wrong to find fault with the Hon. Wm. Wm. because he has immigrants who travel first-class inspected just as rigidly as the poorer ones who must seek the Promised Land by way of the steerage. Since when were the laws created only for immigrants who were not smart enough to secure cabin passage with their own money or, more frequently, with the money of others? We have heretofore believed that the axiom "Equal rights for all" should begin at the gate.

FEB 1 1912

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53438/15. January 29, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

S i r:

In reference to your letter of the 26th instant, No. 94527, having to do with the general subject of inspecting aliens arriving as cabin passengers, the Bureau would request that you prepare and submit a conservative estimate as to how much additional force in the way of inspectors and other employees would be necessary to make an adequate, reasonable inspection of such arrivals at the port of New York; also whether this extra force would be required winter and summer, or whether it could be diminished at certain seasons of the year and, if so, during what seasons and to what extent.

Respectfully,

(Signed) Danl. J. Keefe.

Commissioner-General.

FSL.

8

94527

Department of Commerce and Labor

Roger:

Please prepare a letter to Commissioner Williams, asking him to state the exact number of additional inspectors necessary, in his judgment, in order to make a full and complete examination of both first and second cabin passengers.

Jan.27/12.

No. 208
Ed. 6-9-11—700,000

ICE OF
OF IMMIGRATION
YORK HARBOR, N.Y.

, 1912.

Commiss

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Sir:

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a force of men adequate to do this work systematically and uniformly; nor are we likely for any great length of time, unless the force of the Boarding Division is materially increased, to have the men necessary to continue to do it. I doubt whether you have any conception of the work involved in correctly inspecting even the second cabin aliens on the larger (to say nothing of the largest) steamers when they arrive with full passenger lists. It takes some time to get down to work, owing to the prevailing excitement on board amongst passengers incident to arrival, and it is desirable that the work be completed as soon after arrival at the piers as possible. That is the situation.

1/27/12 - Mr Clark - This relieves Mr Williams, but places the responsibility for no. because I investigated force to make inspection of 1st Cabin - F.W.L.

94527

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

January 26, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

This is in reply to your 53438/15 of January 25. It is a fact that not until recently has a systematic effort been made to inspect all first cabin aliens and that until a comparatively recent time the first cabin inspection "has been of a rather cursory and hasty nature". The reason for this is very simple. It is only on rare occasions (such as those prevailing during recent weeks) that we have had a force of men adequate to do this work systematically and uniformly; nor are we likely for any great length of time, unless the force of the Boarding Division is materially increased, to have the men necessary to continue to do it. I doubt whether you have any conception of the work involved in correctly inspecting even the second cabin aliens on the larger (to say nothing of the largest) steamers when they arrive with full passenger lists. It takes some time to get down to work, owing to the prevailing excitement on board amongst passengers incident to arrival, and it is desirable that the work be completed as soon after arrival at the piers as possible. That is the situation.

1/27/12 - Mr Clark - This relieves Mr Williams, but places the responsibility for us because of inadequate force to make inspection of 1st Cabin. F.W.L.

In connection with your letter I call attention to this extract from my 80593 of July 25, 1910:

> Every time I send an inspector into the first cabin it is worth from $20 to $50 to the Government in additional head tax. I have already written about this. The only reason inspectors are not sent into every first cabin is that we have not men to send, notwithstanding the increase in the force.

Respectfully,

Commissioner.

VL

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53436/15 January 25, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Sir:

Referring to your two letters of the 22d and one of the 23d instant (94527), regarding the New York World's article with respect to the examination of cabin passengers on the steamship "Carmania," the Bureau is somewhat surprised to learn (if it properly understands the purport of your first letter of the 22d) that it is only recently that an effort has been made to inspect the first cabin passengers arriving at the port of New York. Unless it is very much mistaken, an inspection of the first cabin passengers is being, and for a long time has been, made at all the other ports. Do you intend to convey the impression that until a comparatively recent time there has been no inspection of the first cabin, or that until recently it has been of a rather cursory and hasty nature?

Respectfully,

(Signed) F. H. Larned.

AWP-H Acting Commissioner-General.

Department of Commerce and Labor
IMMIGRATION SERVICE

94527

14438
15

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

January 23, 1912.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

Supplementing my letter of yesterday concerning cabin examinations I enclose a copy of an article which appeared in this morning's World containing copy of a memorandum which I gave out to the press. The same was printed also in the Sun.

Respectfully,

Commissioner.

Inc. 19987
VL

FORMALLY
ACKNOWLEDGED
1-26-12
C.G.N.

January 23, 1912.
THE WORLD TUESD

QUESTIONS TO CABIN PASSENGERS

Immigration Head Explains Putting of Questions That Angered Carmania's Cabin Passengers.

UNDESIRABLE WOMEN ARE OFTEN ON SALOON LIST.

Besides, Aliens Traveling That Are Frequently Enabled to Dodge the Head Tax.

Immigration Commissioner William Williams yesterday explained why the ocean commissioners of the Canadian Government, while here last August and [illegible] asking questions that angered many of the cabin passengers. The object was to get information of the character of the women [illegible] coming to this country, and to learn whether they were [illegible] or were coming for immoral purposes. Mr. Williams said that [illegible] Commissioners [illegible] in this country [illegible] aliens [illegible] of the Dominion [illegible] to test [illegible] to questions [illegible] penalty [illegible] Aliens have been coming in [illegible]

"Furthermore, many of the young steamship agents [illegible] coming in the cabins of [illegible] offices and then [illegible] paid. In the matter of [illegible] such questions upon [illegible] offenders [illegible] Government [illegible] immigrants [illegible]

[illegible] had been [illegible] in the cabin [illegible] Britain [illegible]

Of the 200 [illegible] are [illegible] were [illegible] The others [illegible] Harley and [illegible] of their [illegible]

The saloon passengers of the [illegible] steamship came into port yesterday [illegible]

Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53438/15 January 24, 1912.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Sir:

Your two letters of January 22, regarding the article which appeared in the New York Sun of Monday morning with respect to the inspection of cabin passengers on the Cunarder "Carmania", have been brought to the attention of the Secretary, who has noted their contents.

Respectfully,

(Signed) F. H. Larned,

Acting Commissioner-General.

AWP-H

Department of Commerce and Labor

53438/15 January 23, 1912.

OFFICE OF
OMMISSIONER OF IMMIGRATION
ISLAND, NEW YORK HARBOR, N. Y.

uary 22, 1912.

OFFICE OF THE SECRETARY
RECEIVED
JAN 23 1912
DEPT OF COMMERCE AND LABOR

Mr. Secretary:

I beg to submit herewith two reports written by Commissioner Williams, under date of January 22, regarding the article in yesterday's "New York Sun" concerning inspection of cabin passengers on the "Carmania" about which we telegraphed him.

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they take far more kindly to it than do the second cabin passengers. The inspection is not a rigid one and goes merely far enough to enable us to know that the law is not being violated. I think it will have a very wholesome effect.

Respectfully,

AWP-H Acting Commissioner-General.

Secy has noted

No. 204
Ed. 1-23-11—500,000

VL Commissioner.

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

January 22, 1912.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

Subsequent to writing my letter of this morning I received your telegram concerning inspection of the "Carmania's" cabin passengers. I think my earlier letter answers the telegram. I have no further information to give you except this: The probable reason for this inspection, which has been going on for some time, being noticed in the morning paper was that the purser of the "Carmania" made a point of bringing up passengers and in the presence of the immigrant inspector saying that it was a "disgraceful proceeding" or a "shame" or words to that effect. Several of the passengers on the other hand expressed the opinion (not that this is of any importance) that the inspection was exactly what was needed. No instance of resentment on the part of any first cabin passenger has been experienced during the last three weeks, and it seems to be the opinion of the Boarding Division that they take far more kindly to it than do the second cabin passengers. The inspection is not a rigid one and goes merely far enough to enable us to know that the law is not being violated. I think it will have a very wholesome effect.

Respectfully,

Vrooman

VL

Commissioner.

P. S. It is a curious coincidence that an embezzler named Paul Kaukel, who arrived in the second cabin of "Carmania", was caught by us and ordered brought to Ellis Island. He has not appeared here, due to the fact that he escaped from the steamship officials. I shall endeavor to have them prosecuted and am already in communication with the United States Attorney's office. I have no doubt the Sun article was inspired by the Cunard people.

W. W.

VL

54438-15

94527

Department of Commerce and Labor
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

January 22, 1912.

Commissioner-General of Immigration,
Washington, D. C.

Sir:

I enclose copy of article which appeared in this morning's Sun, together with a memorandum which upon request I gave to the reporters in relation to such article. For some time past we have in a discreet and reasonable way been looking over the first cabin passengers as well as those travelling second. Unfortunately we lack the force to do this work as thoroughly as it should be done and during periods of heavy arrivals it will probably not be possible to do it at all as to the first cabin. We rarely go into the first cabin but that our efforts are rewarded at least through discovery of attempts to deprive the Government of revenue through listing as citizens persons who are clearly aliens. This practice is alone sufficient to justify cabin inspection. The latter needs, however, no justification, seeing that the statute calls for it. For the last three weeks we have been inspecting first cabin aliens more carefully than ever before and everything has gone smoothly.

Respectfully,

Inc. 19985
VL

Commissioner.

INSPECTION OF CABIN ALIENS.

Aliens travelling in the cabin are n
from the immigration laws (which apply to
than they are from the customs laws. The
for this. Some of the most objectionable
classes are likely to have means sufficie
to buy a first-class ticket. I need only
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coming in the cabin as U. S. citizens and
tax is not paid. In the course of the ye
of such instances come to light and consi
collected for the Government which but fo
spection would be lost.

WILLIA

Ellis Island,

January 22, 1912.

Sun
Jan 22, 1912.
by the Sun Printing and Publishing Associati

CABIN PASSENGERS ALSO QUESTIONED

Immigration Inspectors Resume a Practice Discarded Long Ago.

FORM LINE, THE COMMAND

Dinner on the Carmania Interrupted—Only Surmise as to Special Reasons.

Ninety-two first cabin passengers who arrived last evening by the Cunarder Carmania, which was late docking because of a crush of drift ice, were not pleased with the unexpected examination they were put through by two inspectors of the immigration service. The ship's officers expressed surprise that they had not been notified of the Government's intention, for they could have assisted in preparing the passengers. Purser C. W. Clarke said that the unexpectedness of the examination puzzled him. He had never heard of it having been done after its abrogation many years ago, and he wondered why it had been resumed.

Some of the cabin passengers had not finished their dinner when it was announced that all hands would have to form in two lines in the saloon, one to port and one to starboard, and answer questions put by the inspectors, who were provided with copies of the first cabin manifests. Those who were at table did not like to be routed out, but they were told that it was by order of Uncle Sam and that they would have to form in line.

In the case of married men who had their wives and children with them the head of the family answered the questions. The aliens were asked about their age, place of birth, length of residence in America, occupation, how long they expected to be here if they were not residents, the age and nationality of their wives, if they were married and other questions of less consequence. Citizens were asked fewer questions, but many of them did not like it any more than some of the aliens.

It required three-quarters of an hour to do the quizzing, or from Quarantine to the dock, and there was uneasiness among all the first cabin passengers. The shore representatives of the line, who were told of what one of the passengers called an unnecessary "holdup" by the ship's officers, said that they would have been better pleased if the immigration service had given them notification of the resumption of a practice that had been long ago condemned as not conducive to good feeling among cabin passengers and unproductive of good results. This was after it had been tested only for a little time.

The impression of some of the customs inspectors who are not concerned in the new method of examination is that the Department of Commerce and Labor may have learned that aliens who have been excluded as second cabin passengers are attempting to reenter the country in the first cabin. All second cabin passengers are put through a long course of examination and are examined by marine hospital doctors attached to the immigration service. It was said that one of the immigration examiners aboard the Carmania was a physician and made a cursory examination of each alien cabin passenger to find if he had any sickness that might debar him. This was denied by Purser Clarke. Another theory of the holdup was that the inspectors were looking for some crook, and this also was denied.

INSPECTION OF CABIN ALIENS.

Aliens travelling in the cabin are no more exempt from the immigration laws (which apply to all aliens) than they are from the customs laws. There is good reason for this. Some of the most objectionable of the prohibited classes are likely to have means sufficient to enable them to buy a first-class ticket. I need only mention criminals and procurers. Repeatedly these and other objectionable aliens have been found in the first cabin. Furthermore, many of the petty steamship agents carelessly list aliens coming in the cabin as U. S. citizens and thus the $4 head tax is not paid. In the course of the year a large number of such instances come to light and considerable revenue is collected for the Government which but for the cabin inspection would be lost.

WILLIAM WILLIAMS,
Commissioner.

Ellis Island,
January 22, 1912.

438 N
Sun
by the Sun Printing and Publishing Associat

CABIN PASSENGERS ALSO QUESTIONED

Immigration Inspectors Resume a Long Discarded Practice.

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Department of Commerce and Labor

BUREAU OF

IMMIGRATION AND NATURALIZATION

Washington

53438/15

January 22, 1912.

Immigration Service,
Ellis Island, N.Y.H.

Report immediately regarding cabin passenger inspection of Carmania. See this morning's New York Sun.

LARNED.

Attest:

(Signed) F. H. Larned.

Acting Commissioner-General.

AWP-7

Acting

52512/3-B

January 4, 1909.
SHOULD BE January 4, 1910.

MEMORANDUM FOR THE SECRETARY:

Pursuant to a request of Commissioner Williams, I wish to bring to your attention his letter of December 28th, appearing in the attached file, with respect to the probability that the force of inspectors attached to the Boarding Division at New York will have to be increased, in order that the examination of cabin passengers may be properly made.

In view of the information contained in Commissioner Williams' communication, I feel satisfied that the force of the Boarding Division at New York should be increased, so that there may be no doubt as to the sufficiency of the examination of cabin passengers reaching that port.

(Signed) Danl. J. Keefe

Commissioner-General.

WW

FOR ORIGINAL OF ABOVE MEMORANDUM,
SEE FILE No. 52,512/3-B

Department of Commerce and Labor

19855

IMMIGRATION SERVICE

OFFICE OF THE COMMISSIONER
NEW YORK, N. Y.

December 28, 1909.

Commissioner-General of Immigration,

Washington, D. C.

Sir:

This is merely to say that at the proper time I am prepared to show that several of our divisions, including particularly the Boarding Division, are under-manned. In the latter there are only nine inspectors as against fifteen when I was formerly Commissioner, and yet the ships are larger and more numerous now than then and many second cabin passengers arrive in no better condition than do steerage passengers on the same ships. This work is of immense importance and through no fault of this office is now being partly neglected. I want you to know the facts as they are and hope you will bring them to the attention of the Secretary, who also should know them in order that they may be remedied as soon as practicable.

Respectfully,

(Signed) Wm. Williams.

Commissioner.

VL

ORIGINAL OF ABOVE LETTER

IN FILE No. 52,512/3-B

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

No. 53438
15-C

SUBJECT:

14—

CONTINUED UNDER

53438-15-B

HEREAFTER

438-15

October 18, 1915.

Dear Mr. Tumulty:

I am in receipt of yours of this date enclosing copy of telegram from Mayor Griffin of Hoboken, New Jersey, protesting the recent order of this Department requiring second cabin aliens to be examined at Ellis Island instead of on ship-board.

After a conference this morning at which representatives of the steamship, railroad and commercial interests at the port of New York, presented their objections to said order, I concluded to revoke it for the time being and appoint a commission to confer further with the objecting interests with a view to securing the adoption of a plan for the more complete inspection under the Immigration Laws of all aliens without delaying the docking of vessels.

Sincerely yours,

EXACT COPY AS SIGNED BY W. B. WILSON

~~MAILED~~ 10/18 BY E.S.M.

Delv by messenger

Secretary.

Hon. Joseph P. Tumulty,
Secretary to the President.

THE WHITE HOUSE
WASHINGTON

October 18, 1915.

My dear Mr. Secretary:

I enclose a self-explanatory telegram from Mayor Griffin of Hoboken. Will you not be good enough to let me know if anything can properly be done in this matter?

Sincerely yours,

J. P. Tumulty
Secretary to the President.

Hon. William B. Wilson,
Secretary of Labor.

Enclosure.

TELEGRAM.

COPY.

The White House,

Washington.

October 18, 1915.

Hon. P. R. Griffin,
Mayor,
Hoboken, N.J.

Telegram received. Shall at once take up matter the Secretary of Labor.

J. P. Tumulty.

TELEGRAM.

rec'd 10/18/15

The White House,

Washington.

4WU. PA. 224- 9 35 p.m.

Hoboken, New Jersey, October 16-17, 1915.

Hon. Joseph P. Tumulty.

The citizens and business men of the city of Hoboken and also of Jersey City are very much opposed to the contemplated rule of the Department of Comerce and Labor of sending to Ellis Island for inspection all incoming aliens in the second cabins of all steamship lines docking at Hoboken and Jersey City. This rule, if placed in effect, will cause enormous losses to every business man and the people in general. All alien second cabin passengers now arriving on steamers of steamship lines are allowed to enter our city and stop at our hotels or private dwellings or proceed to railroad stations and steamship piers if destined to other places. The business men , property owners landlords, and laboring people of our city have and at the present time are suffering great losses through the effect of the great war in Europe and the stoppage of both incoming and outward shipment of freight and the traveling of passengers by steamers of the North German Lloyd and Hamburg American Lines and the effect of the contemplated rule of sending the aliens in the second cabins to Ellis Island will be an added blow necessitating many businesses to close their doors, or go into bankruptcy. I ask your whole hearted and best help in endeavoring to protect the interests of the people of Hoboken, Jersey City and Hudson County.

P. R. Griffin, Mayor.

Secretary.

438/15

October 16, 1915.

Hon. James A. Hamill,
Member of Congress,
Jersey City, N. J.

Replying your telegram conference has been arranged for Monday morning eleven o'clock to hear representatives steamship companies in opposition to contemplated ruling relative to second-class steamship passengers.

H. L. KERWIN
Private Secretary.

- -

ATTEST:
EXACT COPY AS SIGNED BY HUGH L. KERWIN
Sent MAILED 10/16 BY E.B.M.

Private Secretary.

Sal & Exp Regulating Issue, 1916

DEPARTMENT OF LABOR

TELEGRAM

2NY 107 paid G R

Jy...Jersey City, N. J., October 16, 1915.

The Honorable

The Secretary of Labor,

Washington, D. C.

Understand your Department c ontemplates a rule compelling all second class steamship passengers docking in port of New York to pass through Ellis-Island for inspection. Such a rule would be a distinct hardship on the business people of this district as it would drive passengers to seek boats touching ports where such an order does not exist. I believe it would also be an injustice to thousands of people of splendid reputation and character who travel in the second class that they should be compelled to pass through Ellis-Island, Can not the order be cancelled.

James A. Hamill,
Member of Congress.

11:55am-



NEW YORK PRODUCE EXCHANGE

438/15

NEW YORK, October 18, 1915.

HON. WM. B. WILSON,
Secretary of Labor,
Washington, D. C.



Dear Sir:

I beg to confirm hereby my telegram to you under date of October 16th, as follows:

> "The New York Produce Exchange desires to enter its earnest protest against the regulation compelling the landing at Ellis Island of second-class passengers arriving at the Port of New York, on the ground that it is a discriminatory measure and strikes a serious blow at the passenger traffic of New York on which this port depends for the maintenance of proper steamship facilities to handle its large import and export traffic".

In explanation of our statement that the measure referred to is a discriminatory one, I would add that we are informed this ruling applies to no other port than the port of New York, and would therefore have the effect of diverting travel from New York to other ports of the United States, and in that way deprive this port of needed steamship service.

Yours very truly,

Jas Ward Warner

President.

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

B127CH BU 84NL

WHITEBEAR LAKE MINN OCT 17 1915

SENATOR A GRONNA 2054

WASHINGTON DC

SECRETARY OF LABOR ISSUED ORDER REQUIRING ALIEN SECOND CLASS PASSENGER ARRIVING NEWYORK SHALL BE LANDED ELLISISLAND THIS ORDER IS A SERIOUS BLOW AND VERY DETEREMENTAL TO OUR TRAVELING PUBLIC SUCH AS SALESMEN REPRESENTING NORWEGIAN EXPORTERS AND IMPORTERS TEACHERS STUDENTS CAPTAINS AND OTHER DESIRABLE PASSENGERS WHO GENERALLY GO SECOND CLASS WILL YOU PLEASE USE YOUR INFLUENCE WITH THE SECRETARY TO HAVE HIM REMOVE THESE REGULATIONS A MEETING WILL TAKE PLACE AT SECRETARIES OFFICE MONDAY AT ELEVEN FORENOON PLEASE DO WHAT YOU CAN AND MUCH OBLIGE

E H HOBE 750P

Secretary. October 16, 1913.

C. P. Curty, W. G. Hope, George A. Cullen,
R. H. Wallace, George H. Lee, L. F. Vosburgh,
J. B. Stewart, George W. Boyd,
Railroad Officials,
New York City.

Have arranged for hearing protest of steamship companies Monday, October 18th, at eleven o'clock, against requiring second-class passengers to go to Ellis Island for inspection. Would be pleased to hear representatives of railroads on same date.

W. B. WILSON
Secretary of Labor.

- -

EXACT COPY AS SIGNED BY W. B. WILSON
Sent MAILED 10/16 BY E.J.M.
Secretary.

~~Sec. of Lab. Regulating Immig. 1913~~

JAMES E. MARTINE,
CHAIRMAN.
E. JOS. ARONOFF,
CLERK.

438
15

United States Senate,

COMMITTEE ON INDUSTRIAL EXPOSITIONS.

October 18, 1915.

DEPARTMENT OF LABOR
OCT 20 1915
CHIEF CLERK

I enclose herewith a telegram
onorable Patrick R. Griffin, Mayor
y. Will you not please advise
o that I may be enabled to make
igent reply?
reciate your prompt advices.
Respectfully yours,

James E. Martine

Wilson,
of Labor,
ngton, D. C.

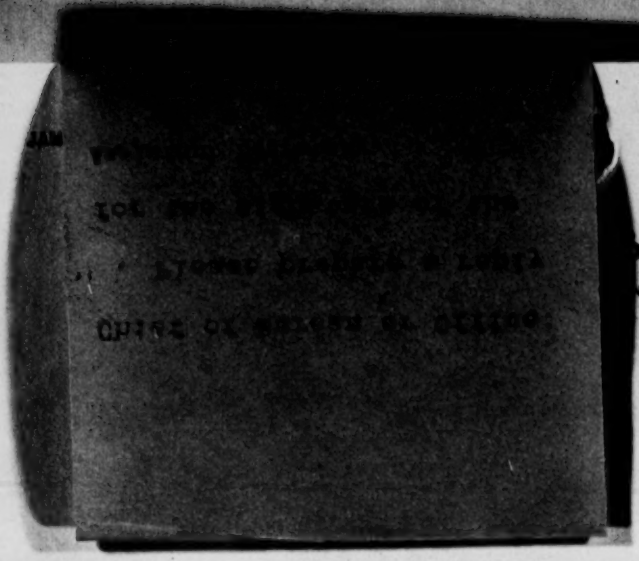
DEPARTMENT OF LABOR
RECEIVED
OCT 19 1915
BUREAU OF IMMIGRATION

October 19, 1915.

Chief of Bureau or Office:
Please prepare a reply
for the signature of the
Assistant Secretary.

Robert Watson
Chief Clerk

Bureau of Immigration.



438

15

States Senate,
INDUSTRIAL EXPOSITIONS.

October 18, 1915.



Dear Mr. Secretary:-

I enclose herewith a telegram today received from Honorable Patrick R. Griffin, Mayor of Hoboken, New Jersey. Will you not please advise me relative thereto so that I may be enabled to make Mr. Griffin an intelligent reply?

I shall appreciate your prompt advices.

Respectfully yours,

James E. Martine

Honorable William B. Wilson,
The Secretary of Labor,
Washington, D. C.

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

1 / 1243

4HN BU 224NL 1 EX

PLEASE RETURN TO
JAMES E. MARTINE
U. S. SENATE

HN HOBOKEN NJ OCT 16 1915

PLEASE RETURN TO
JAMES E. MARTINE
U. S. SENATE

HON JAMES E MARTIN 1616

SENATOR WASHINGTON DC

THE CITIZENS AND BUSINESS MEN OF THE CITY OF HOBOKEN AND ALSO OF JERSEY-CITY ARE VERY MUCH OPPOSED TO THE CONTEMPLATED RULE OF THE DEPARTMENT OF COMMERCE AND LABOR OF SENDING TO ELLIS-ISLAND FOR INSPECTION ALL INCOMING ALIENS IN THE SECOND CABINS OF ALL STEAMERSHIP LINES DOCKING AT HOBOKEN AND JERSEY-CITY THIS RULE IF PLACED IN EFFECT WILL CAUSE ENORMOUS LOSSES TO EVERY BUSINESS MAN AND THE PEOPLE IN GENERAL ALL ALIEN SECOND CABIN PASSENGERS NOW ARRIVING ON STEAMERS OF STEAMSHIP LINES ARE ALLOWED TO ENTER OUR CITY AND STOP

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise the character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT DELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise the character is indicated by the symbol appearing after the check.

RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN 1616

SHEET # 2 HON JAMES E MARTIN---224 NL 1 EXTRA---

AT OUR HOTELS OR PRIVATE DWELLINGS OR PROCEED TO RAILROAD STATIONS AND STEAMSHIP PIERS OF DESTINED TO OTHER PLACES THE BUSINESS MEN PROPERTY OWNERS LANDLORDS AND LABORING PEOPLE OF OUR CITY HAVE AND AT THE PRESENT TIME ARE SUFFERING GREAT LOSSES THROUGH THE EFFECT OF THE GREAT WAR IN EUROPE AND THE STOPPAGE OF BOTH INCOMING AND OUTWARD SHIPMENT OF FREIGHT AND THE TRAVELLING OF PASSENGERS BY STEAMERS OF THE NORTH GERMAN LLOYD AND HAMBURG AMERICAN LINES AND THE EFFECT OF THE CONTEMPLATED RULE OF SENDING THE ALIENS IN THE SECOND CABINS TO ELLIS-ISLAND WILL BE AN ADDED BLOW NECESSITATING MANY BUSINESS TO CLOSE THEIR DOORS OR GO INTO BANKRUPTCY I ASK YOUR WHOLE HEARTED AND BEST HELP IN ENDEAVORING TO PROTECT THE INTERESTS OF THE PEOPLE OF HOBOKEN JERSEY-CITY AND HUDSON COUNTY

P R GRIFFIN MAYOR 1242AM

PLEASE RETURN TO
JAMES E. MARTINE
U. S. SENATE

MORRIS SHEPPARD,
CHAIRMAN

DEPARTMENT OF LABOR

438/15-A

TELEGRAM

WU 13 Q 69 Paid 1 ex

New York, Oct. 16, 1915.

RECEIVED
BUREAU OF IMMIGRATION
OCT 18

Hon. W. B. Wilson,

Secretary of Labor,

Washington, D. C.

The New York Produce Exchange desires to enter its earnest protest against the regulation compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, on the ground that it is a discriminatory measure, and strikes a serious blow at the passenger traffic of New York on which this Port depends for the maintenance of proper steamship facilities to handle its large import and export traffic .

James Ward Warner, President.

4. 1 7 p.m.

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

RECEIVED 12 30 BUREAU OF IMMIGRATION OCT 18 1915 - 9.30 a.m.

Ref. to Rm. Summ. Gen.

2HN FC 224 GN L 1 EXTRA

43/15

HN HOBOKEN N J OCT 16 1915

HON WILLIAM B WILSON

601

SECRETARY, DEPARTMENT OF LABOR, WASHINGTON D C

THE CITIZENS AND BUSINESS MEN OF THE CITY OF HOBOKEN AND ALSO OF JERSEYCITY ARE VERY MUCH OPPOSED TO THE CONTEMPLATED RULE OF THE DEPARTMENT OF COMMERCE AND LABOR OF SENDING TO ELLISISLAND FOR INSPECTION ALL INCOMING ALIENS IN THE SECOND CABINS OF ALL STEAMSHIP LINES DOCKING AT HOBOKEN AND JERSEYCITY.THIS RULE, IF PLACED IN EFFECT WILL CAUSE ENORMOUS LOSSES TO EVERY BUSINESS MAN AND THE PEOPLE IN GENERAL.ALL ALIEN SECOND CABIN PASSENGERS NOW ARRIVING ON STEAMERS OF STEAMSHIP LINES ARE ALLOWED TO ENTER OUR CITY AND STOP AT OUR HOTELS OR PRIVATE DWELLINGS OR PROCEED TO RAILROAD STATIONS AND STEAMSHIP

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

Oct. 15/15-9.30am
Ref to Bu. Immm
GHW.

SHEET # 2 HON WILLIAM B WILSON---224 1 EXTRA NL---

PIERS IF DESTINED TO OTHER PLACES.

THE BUSINESS MEN PROPERLY OWNERS LANDLORDS AND LABORING PEOPLE OF OUR CITY HAVE AND AT THE PRESENT TIME ARE SUFFERING GREAT LOSSES THROUGH THE EFFECT OF THE GREAT WAR IN EUROPE AND THE STOPPAGE OF BOTH INCOMING AND OUTWARD SHIPMENT OF FREIGHT AND THE TRAVELLING OF PASSENGERS BY STEAMERS OF THE NORTH GERMAN LLOYD AND HAMBURG AMERICAN LINES AND THE EFFECT OF THE CONTEMPLATED RULE OF SENDING THE ALIENS IN THE SECOND CABINS TO ELLIS-ISLAND WILL BE AN ADDED BLOW NECESSITATING MANY BUSINESSES TO CLOSE THEIR DOORS OR GO INTO BANKRUPTCY I ASK YOUR WHOLE HEARTED AND BEST HELP IN ENDEAVORING TO PROTECT THE INTERESTS OF THE PEOPLE OF HOBOKEN JERSEY-CITY AND HUDSON COUNTY

P R GRIFFIN MAYOR 1224AM

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

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WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
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RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

13NY MJ 48 NL 1 EX 438/15

Oct. 18/15 - 9.30 a.m. Ref. to Hon. Immm. Gen.

RECEIVED
BUREAU OF IMMIGRATION
OCT 18

HN HOBOKEN NJ OCT 16 1915

HON WM B WILSON

1655

SECTY OF LABOR WASHINGTON DC

THE MERCHANTS ASSOCIATION OF HOBOKEN NJ MOST EMPHATICALLY PROTESTS AGAINST THE PROPOSED RULE TO SEND SECOND CABIN ALIENS TO ELLIS--ISLAND FOR INSPECTION THIS PROCEEDURE WOULD INJURE THE BUSINESS INTERESTS OF HOBOKEN IN MANY WAYS AND WE VERY EARNESTLY PETITION YOU NOT TO PUT THIS RULE INTO EFFECT

HAROLD S SUGARMAN

SECRETARY

303A

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
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RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

Oct. 18/15 - 9.30 AM.

12NY MJ 33 NL 5EX 438/5

Ref. to Bur. Immm. gbw.

HN HOBOKEN NJ OCT 16 1915

RECEIVED BUREAU OF IMMIGRATION OCT 18

WM B WILSON SECTY 1656

DEPT OF LABOR WASHN DC

1656

RESPECTFULLY PETITION YOU NOT TO PLACE INTO EFFECT RULE REQUIRING ALIENS ARRIVING ON STEAMERS INTO THE PORT OF NEWYORK IN SECOND CABIN TO GO TO ELLIS--ISLAND FOR INSPECTION

C ALFRED BURHORN

PRESIDENT HOBOKEN BOARD OF TRADE

301AM

P

TELEPHONES
SOUTH { 1255
5266

WILLIAM M. CALDER
1648 ELEVENTH AVENUE
BROOKLYN-NEW YORK

DEPARTMENT OF LABOR
OCT 18 1915
CHIEF CLERK

43 & 15

October 16th 1915.

RECEIVED
BUREAU OF IMMIGRATION
OCT 1 8.

Honorable William B. Wilson,
Secretary of Labor,
Washington, D. C.

My dear Mr. Wilson:

A number of people in New York City have asked me to protest to you against the rule recently proposed relative to the landing of second class passengers at Ellis Island. They think it is unnecessary and will put many of the transportation companies to unusual expense and inconvenience a great many of the traveling public.

There seems to be no real value in the change and I sincerely trust it will not ultimately go into effect.

Sincerely yours,

William M. Calder

P

LEGATION OF NORWAY,
WASHINGTON, D. C.

436

October 11, 1915.

1 enclosure.

RECEIVED
OCT 12 1915
DEPT OF STATE
CHIEF CLERK

861.1

My dear Mr. Secretary,

I take the liberty of enclosing copy of a note verbale which I have to-day addressed to His Excellency the Secretary of State, and which I venture to hope you will be good enough to give your kind consideration before you take a final decision on the matter.

I beg to remain, my dear Mr. Wilson, with the expression of my thankfulness for the attention you might give my said note verbale,

Very sincerely yours

H Bryn

Norwegian Minister.

His Excellency
Hon.. W.. B.. Wilson,
Secretary of Labor,
etc.. etc.. etc..

NOTE VERBALE.

The Norwegian Minister presents his compliments to His Excellency the Secretary of State and has the honour to submit the following to his kind consideration:

By the Department of Labor an order has recently been issued requiring second class passengers to be examined after landing as in the case of third class passengers.

On this occasion the Norwegian Minister has the honour to say that quite a number of temporary Norwegian visitors to this country as commercial travellers, clergymen, college professors and teachers as well as pleasure travellers, make the trip from and to Norway in the second class. If temporary visitors to this country should be subject to the same examination as immigrants, such procedure would certainly be a restraint on the mutual intercourse of Norway and the United States. Especially the Minister would point out that business people from Norway in the later years have come over

here

here in steadily increasing number in order to make purchases and to sell goods, and it has been stated to the Minister that when crossing over on the largest and fast going liners, on board which the 1st class is very expensive, these Norwegian commercial people as a rule go in 2nd class. Measures in fact operating as a restriction on the visit of business men to this country would, although such restriction obviously has not been intended, in the opinion of the Minister, not fail to handicap the development of the commercial relations between Norway and the United States.

The Norwegian Minister should be thankful if His Excellency the Secretary of State would be pleased to communicate the above statements to His Excellency the Secretary of Labor for his kind consideration.

Washington, October 1915.

438
15

BROADWAY ASSOCIATION

EXECUTIVE OFFICES HOTEL MARTINIQUE

TELEPHONE, 6000 MADISON SQ.

DEPARTMENT OF LABOR
OCT 16 1915
CHIEF CLERK

October 15th, 1915.

RECEIVED
BUREAU OF IMMIGRATION
OCT 18

Hon. W. B. Wilson,
Secretary Department of Labor,
Washington, D. C.

Dear Sir:

The Broadway Association representing many millions of ——— property interests, the great business houses on Broadway and other institutions of of public welfare in this City respectfully submits that the rule compelling second-class cabin passengers arriving from abroad to go to Ellis Island is an injustice to these passengers as well as the business interests of this City.

This rule will prevent large numbers from coming into the City and thus cause a loss to the merchants, Hotels, theatres, restaurants who depend to some extent on the transient trade. With the efficient corps of immigration officials at the port of New York, there should be no reason why the examination of second-class passengers could not be handled promptly and on the ships, the same as first-class passengers.

Very truly yours,

David Robinson
Secretary.

DR/LE

C

W

P. D. I. W.

TRUNK LINE ASSOCIATION

PASSENGER DEPARTMENT

DEPARTMENT OF LABOR
OCT 16 1915
CHIEF CLERK

BALTIMORE & OHIO R. R.
BUFFALO, ROCHESTER & PITTSBURGH RY.
CENTRAL RAILROAD OF NEW JERSEY
CHESAPEAKE & OHIO RY.
DELAWARE & HUDSON CO.
DELAWARE, LACKAWANNA & WESTERN R. R.
ERIE R. R.
LEHIGH VALLEY R. R.
NEW YORK CENTRAL R. R.
NEW YORK, ONTARIO & WESTERN RY.
PENNSYLVANIA R. R.
PHILADELPHIA & READING RY.
PITTSBURGH & LAKE ERIE R. R.
WESTERN MARYLAND RY.
WEST SHORE R. R.

C. C. McCAIN, CHAIRMAN.
C. L. HUNTER, VICE-CHAIRMAN.

143 LIBERTY ST., NEW YORK. October 15, 1915.

SUBJECT: Inspection at Ellis Island of second-cabin passengers.

4388
15

Hon. William B. Wilson,
Secretary of Labor,
Washington, D.C.

RECEIVED
BUREAU OF IMMIGRATION
OCT 18

Dear Sir:-

I am handing you herewith confirmatory copy of telegram sent you today in the matter of proposed inspection at Ellis Island of second-cabin passengers, from which you will observe that the several railroads initial at the Port of New York are considerably concerned and alarmed by the prospect of any such regulation being put into operation, particularly because of the competitive conditions as set forth therein, and they therefore earnestly trust that nothing will be done by the Department of Labor that will be inimical to their interests in that relation.

Yours respectfully,

C. L. Hunter
Vice-Chairman.

Enc.

file

(COPY)

WESTERN UNION TELEGRAM.

New York City, October 15, 1915.

Hon. William B. Wilson,

Secretary of Labor,

Washington, D.C.

The undersigned representing railroads engaged in transportation from the port of New York respectfully petition you to consider their interests as affected by recent order of the Commissioner of Immigration requiring second-cabin passengers to go to Ellis Island for inspection.

We regard the order if enforced as calculated to divert traffic from this port to others especially to Canadian ports at none of which is any such embarassment and inconvenience of passengers imposed.

O.P.McCarty, P.T.M., Baltimore & Ohio R.R.
W.C.Hope, G.P.A., Central R.R. of N.J.
Geo.A.Cullen, P.T.M., D.L.& W.R.R.
R.H.Wallace, G.P.A., Erie R.R.
Geo.H.Lee, G.P.A., Lehigh Valley R.R.
L.F.Vosburgh, G.P.A., New York Central R.R.
J.B.Stewart, G.P.A., New York, Ontario & Western Ry.
Geo.W.Boyd, P.T.M., Pennsylvania R.R.
L.F.Vosburgh, G.P.A., West Shore R.R.

SIXTY-THIRD CONGRESS.

JAMES A. HAMILL, N. J., CHAIRMAN.
ROBERT F. BROUSSARD, LA.
JOSEPH J. RUSSELL, MO.
SAMUEL M. TAYLOR, ARK.
STANLEY E. BOWDLE, OHIO.
WOODSON R. OGLESBY, N.Y.
WILLIAM H. STAFFORD, WIS.
JOHN J. ROGERS, MASS.
FRED E. LEWIS, PA.

GEORGE V. MALONE, CLERK.

HOUSE OF REPRESENTATIVES U. S.
COMMITTEE ON ELECTIONS No. 2
WASHINGTON, D. C.

438/15

JERSEY CITY, October 16, 1915.

DEPARTMENT OF LABOR
OCT 18 1915
CHIEF CLERK

Dear Mr. Secretary:

This morning I telegraphed you protesting against the contemplated order of your Department which would compel all incoming aliens in the First and Second Class of all steamship lines docking in the Port of New York to pass through the Immigration Station at Ellis Island for Inspection. If this order is enforced it will greatly damage the business interests of Jersey City and Hoboken, N.J.
In the first place, it would drive people who travel in the first and second cabins, who would naturally desire to avoid being classed as immigrants, to take lines going to Boston and Philadelphia or Canadian ports, rather than allow themselves to be subjected to what they may feel as an indignity. I believe the order would work a great hardship on the business men of Hoboken and Jersey City, it will effect hotels, banks, express, carriage service and general merchandise as well as the post office business of these two cities.

I beg leave to enclose herewith a petition signed by about three hundred citizens of Hoboken and Jersey City protesting against the contemplated

SIXTY-THIRD CONGRESS.

JAMES A. HAMILL, N. J., CHAIRMAN.
ROBERT F. BROUSSARD, LA.
JOSEPH J. RUSSELL, MO.
SAMUEL M. TAYLOR, ARK.
STANLEY E. BOWDLE, OHIO.
WOODSON R. OGLESBY, N. Y.
WILLIAM H. STAFFORD, WIS.
JOHN J. ROGERS, MASS.
FRED E. LEWIS, PA.
GEORGE V. MALONE, CLERK.

HOUSE OF REPRESENTATIVES U. S.
COMMITTEE ON ELECTIONS No. 2
WASHINGTON, D. C.

order.

I believe you will readily see the injustice of such a rule and I sincerely hope that you will revoke the order.

I shall deeply appreciate your kindness in favorably considering the protest of those citizens of Hudson County as shown on the attached petition.

Very truly yours,

J. A. Hamill

The Honorable
The Secretary of Labor,
Washington, D. C.

PETITION.

Hoboken, N. J., Oct. 14th 1915.

Honorable John J. Eagan, and James A. Hamill,
Representativesto Congress, from Hudson County, N. J.

The undersigned citizens and business men of the cities of Hoboken and Jersey City, Hudson County, New Jersey respectfully petition you to use your good offices with the Department of Labor at Washington, D. C., so that the contemplated rule of sending to Ellis Island for Inspection, all incoming Aliens in the First and Second Cabin of all steamship lines docking in Hoboken and Jersey City, may not become effective.

This rule if placed in effect will cause enormous losses to every business man and the public in general, in that the patronage heretofore enjoyed by the hotels, banks, express and carriage companies, grocery, butcher and general merchandise stores, through these passengers will be entirely eliminated and destroyed.

Alien passengers arriving on steamers of the steamship lines, throughout the past thirty years on landing on the piers, as First and Second Cabin, have been allowed to enter our cities, stop at our hotels or private dwellings, or proceed to railroad stations and steamship piers if destined to other places.

The business men, property owners, landlords/ and laboring people of our cities have and are at the present time suffering great losses through the effect of the Great War in Europe and the stoppage of both incoming and outward shipment of freight and the travelling of passengers by the steamers of the North German Lloyd and Hamburg-American Lines and the effect of the contemplated rule of sending the Aliens in the First and Second Cabins to Ellis Island, will be an added blow, necessitating many businesses to close their doors or go into bankruptcy.

It is our understanding that the contemplated rule will operate solely to passengers arriving in the Port of New York, and not be effective in any other port in the United States, and we therefore enter a strenuous protest against this discrimination.

We ask your whole-hearted and best help in endeavoring to protect the interests of your constituants in the cities of Hoboken, Jersey City and Hudson County.

Congressman Eagan has already been written regarding this. File

Henry Gerding	86 Reservoir Av. J. C.
Oscar Hauger	1132 Bloomfield St. Hoboken N.J.
Robert J. Rath	521 Garden St. Hoboken N.J.
Karl Beyer	925 Washington St. Hoboken
John Gloecker	65 - 10 St. Hoboken N. J.
William Kaulak	86 Hudson St. " "
William Driscoll	209 Seventh St.
William D. Bindewald	163 - 11th St Hoboken N.J.
	1247 Bloomfield St Hoboken N J
J. Cummings Inspector of Buildings	79 Washington St. Hoboken
Edward Kuete	101 - Oak St. Weehawken
Thomas Waldron	15 Jefferson Ave J.C.
Henry Boormann	804 Washington St. Hoboken
F. W. Fuhrer	946 Bloomfield St. Hob N.J.
Harry W. Lang	1026 Washington St " "
	84 Rice St, Hob.
Henry G. Wellmann	204 Garden St. Hoboken N.J.
Ted. Haack.	917 Willow Ave Hoboken
William A. Smith	609 Hudson St Hoboken N.J.
Edward Sullivan	17 Irving St J. C.
Thos. F. Devlin	700 Washington St.
Dennis Deasy	933 Willow ave
Fred Bruch	25 Williams St. J.C.
John Wellbrock	39 Newark St Hob
Thos. Brock	39 Newark St Hoboken
John Callahan	318 Hudson St Hob
	94 Hudson Street Hob
Chas. Bach	406 Hudson St Hoboken N.J.
Chas. Lang	845 Bloomfield St. " "

Henry Martens	909 Bloomfield St.
Patrick H Duffy	130 Park Ave Hoboken
Charles Callahan	1327 Garden St
Albert Voss	Weehawken Hts N. J.
Albert Schulz	909 Bloomfield St Hoboken
W Brabaner	267 Baldwin Ave J.C.
A H. Ebbing	723 Washington St Hoboken N.J.
H C Lange	1140 Bloomfield St " "
F C. Lueke Jr	1235 Park Ave " "
F W Schmale	45 Bowmen Ave
Thos H McCann	331 Hudson St
Wm J. Hagens	92 Castle Court
W Rammstorf	194 Manhattan Ave Jersey C.
Wilhelm von Frankenberg	507 Washington Hoboken. N.J.
Gustave Bleda	232 Webster Ave J.C.
R J Barrett	1032 Bloomfield St Hoboken
Chas. Bowers	161 Tenth St do
John. van. Gerven.	1218 Washington Str. Hoboken
R. B. McCague	1135 Bloomfield St Hoboken
B. McGarvie	211- 14th St Hoboken N.J.
George Kleffers	714 Washington St Hoboken N.J.
H W Phillips	705 Henderson St. Hoboken N.J.
Peter Marcicano	728 Garden St Hoboken N.J.
Wm Jung	1001 Washington St Hoboken N.J.
J M Rehm	105-7 " " Hoboken N.J.
H Fuchs	1033 Washington St Hoboken N.J.

F. W. Ulle — 122 River St Hoboken N.J.
Otto Bergmann 913 Garden St Hoboken "
A. R. Trabaile 516 Jefferson St. Hoboken N.J.
J. C. H. Schmidt 1030 Wash St Hoboken N.J.
W. H. Cleghorn 122 River St. — " —
[illegible] — Hoboken N.J.
N. Johnson 45 - 2nd St. " "
[illegible] 95 River St " " "
[illegible] 95 " " " "
[illegible] 108 - 13 St
Joseph F. DeVine Hoboken NJ
[illegible] 209 = 2nd St.
J. B. Traub 8½ Washington St.
Michael F. Burgon 322 Adams St
M. J. Griffith 63 Washington St,
Hugo J. Angelicola 95 River St.
Hellendy Wessling 95 River St.
Herman Hillenbrand 602 River St Hoboken N.J.
Robert Riesen 95 River St. Hob.
Samuel Jacobs 126 Wash St
Calder Brothers 64 Newark St Hob.
J. B. Massimo & Co 45 Newark St Hob.
Henry W. Goode 41 Newark St Hoboken
Wm. H. Rogers 41 Newark St Hoboken
Peter H. Kiesler 1202 Bloomfield St Hoboken

Mort. Johnson 224 Hudson St. Hoboken
Emanuel Solomonstein 255 - 10 St. Hoboken, N.J.
John Siegert & Sons 95 River St.
Wm J. Jackella 95 River St. Hob.
Herman Joel First Natl Bank Hoboken N.J.
~~Patrick Lyons~~ 700 Bloomfield St. Hoboken N.J.
William Kaufmann First National Bank Hoboken N.J.
Michael Riccio 500 Jefferson St. Hoboken N.J.
John F. Gardner 906 Washington St. Hoboken N.J.
H. D. Hammond - 95 River St. Hoboken N.J.
Chas. W. Hall - " "
Jas. D. Casper 405 First St.
John Imrich 114 Bloomfield St. Hoboken N.J.
Raymond Dougherty 924 Garden St. Hoboken N.J.
C. A. Holm 933 Willow Ave. Hoboken N.J.
Theodore C. H. Schumann 832 Willow Ave. Hoboken N.J.
John J. Breitmeyer 108 - 8 St. Hob. N.J.
Percy H. Rittenhouse 95 River St., Hob.
Michael Gebasi 95 River St Hob
Gustav Faas 530 Washington St.

Albert W. Schmidt 126 Hudson St. Hoboken. N. J.

Fred. Schwarz. 111 Hudson St Hoboken New Jersey.

A-E Rissmiller 827 Washington St Hoboken New Jersey

St. Holm 210 Bloomfield St Hoboken N.J.

R Zricke. 203 Washington Str. Hoboken.

Paul Jaenicke 338 Clinton Ave W. Hoboken

Gulick 317 Angelique St do

J. Schnee, 3610 Boulevard Jersey City

J. Schultz 422 Bloomfield St Hoboken N.J.

M. Schober 831 Clinton St Hoboken N.J.

Jos O'Day Jr. 513 Grand St Hoboken N.J.

Martenz 111 Hudson St Hoboken N.J.

J. Roesing 207 Hudson St Hoboken N.J.

Michael Sullivan 230 Madison st Hoboken N.J.

P. Gerner 132 Hudson St Hoboken N.J.

G. A. Hermann. 526 Bloomfield St. Hoboken N.J.

J. Benz 126 Hudson St Hoboken N.J.

William Schmid 205 Hudson St. Hoboken

Louis W. Stutz 204 Hudson St Hoboken

John Troesch Hall 61 Garden St Hoboken

Barney Howard 140 River St Weehawken

Pasquale DeRosa 205 Hudson St Hoboken

Frederick Wittig 810 Clinton St Hoboken N.J.

Frank Clifford #539 Bloomfield St Hoboken N.J.

W Jantz. 106 Thorne St Jersey City

John L McLaughlin 307 Willow ave Hob

Frederick Gutz Jr. 85 Washington Str Hob.

Frank Forbes 211 Willow Av. Hob.

Walter Kuebe. 80 - Washington St. Hob.

James J Monahan 113 - Bloomfield St Hob

Barney Regan 83 Washington St Hob

John Campbell 121 Willow ave Hob

Jacob Bream 72 Washington St Hob

George L Urtach 72 Wash St Hob

Joseph Reich 72 Hudson St Hob.

George Reich 116 Washington St Hoboken

Thomas Bennet 230 Park ave Hoboken

L R Zeller 134 River Str Hoboken

Nicola Sarconi 134 River St Hoboken N.J.

Joseph Rosenbaum 514 First Street, Hoboken, N.J.
92 River Street (business address

Hyman Slick

James Corgan 22 Hudson Place Hoboken N.J.

Arthur Gutberg 22 Hudson St Hoboken N.J.

Robert Blanchfield 22 Hudson Pl. Hoboken N.J.

James Wilson 164 Hutton St Hoboken

E. Gilmore, 1202 Hudson St Hoboken

Otto Brazda - 101 Hudson St. Hoboken N.J.

Morris Bauman 101 Hudson St Hoboken. N.J.

Mayer Adelman 94 Hudson St. Hoboken

Max Rosenzweig 92 Hudson St. Hoboken

Timothy W Lane 209 = 2nd St

John Albrecht 135 Garden St

D Salita 133 Madison St

F. Mesargo 112 Bloomfield St.

Wm Foster 452 - 2nd St.

~~Thomas J Downey~~ (40) Grand St

Ernst Strehle 101 Hudson St.

Henry Jeckel 103 Hudson St

Louis Noritch 105 Hudson St.

August Sander 105 Hudson St.

Leo Mayer 109 Hudson St

John A Mayer 109 Hudson St

Henry Mehrtens 111 Hudson St

F Helmke 114 Hudson St

Otto Gulick 131 Hudson St.

~~Thomas Donnelly~~ 133 Hudson St

~~Peter Cassidy~~ 135 Hudson St

Fred Schultz	578 Hudson	Hoboken
Julius Abbay	77 Bloomfield St.	Hoboken
F. H. Pickett	42 Second	Hoboken
Emil Garbade	905 Clinton St.	Hoboken
L. J. Obst	39 Second St	Hoboken
W. Backman	39 Second St	Hoboken
Hans Fiege	130 River St	Hoboken
S. Simon	130 River Str.	Hoboken
Richard Heitters	324 Bloomfield St	Hoboken
J. Weijman	132 River St.	Hoboken
Fr. Fehrenbach	132 River St	Hoboken
Rudolph Hendt	164 7th Street	Hoboken
Thomas Gillies	637 Garden St	Hoboken
Jos. Baur	152 2nd St	Hoboken
Karl Kline	605 Bloomfield St	Hoboken
Christ Jonas	113 Washington	Hoboken
William Warnstedt	124 Garden Str	Hoboken
William Eberlein	Bloomfield St 139	Hoboken
John	540 Bloomfield St	Hoboken
Richard Schutt	325 Bloomfield St	Hoboken
J. Schmeelt	638 Bloomfield St	Hoboken
Charles Koch	602 Washington St	Hoboken
Charles Rogger	12 Clinton St	Hoboken

William C. Koestenmeier 310 Washington St
Louis Neumann 1125 Washington St.
Fred Wattmann 84 River St.
H. Josephy 521 Bloomfield street
Ed Steiner 913 Hoboken St N. Bergen
Fred Holst 531 Bloomfield N.J.
Adolf Christiansen 226 Washington St. Hoboken N.J.
John Citzen 614 Jackson West Hoboken N.J.
Hubert Rick 235 Bloomfield St. Hoboken N.J.
Hugo Hottelmann 321 " " N.J.
Rich. Zwahn 531 Bloomfield St. Hoboken
Fred Schoenian 636 Bloomfield Hoboken
Henry Hooge 96 Bower St. N.J.
Fred Reich 417 Bloomfield St. Hoboken
L. Rivoda 239 Bloomfield St Hoboken
Theodor Talman 1319 Washington Hoboken
Toni Brockmeier 303 Bloomfield Hoboken
Anton Wallschlaeger 506 Wash. Hoboken
William Heinrich 231 Washington
Julius Gerson 734 Garden Hoboken
Carl Roos 900 Park Ave. Hoboken
Jos. F. Brandt 1216 Garden St.

Otto Wesfeldt.	493 Garden. Hoboken N.J.
Arthur Lodwinger	124 River St, Hoboken, N.J.
Louis Gross	124 River St " "
John Keefe	300 Madison -- --
Thomas McCoffrey	629 Bloomfield St. Hoboken N.J.
Gus Hutsch.	32 Jackson sh Hoboken
John Kuers	81 Willow ave Hoboken
Geo Kuenstler	299 - 10th Ave N.Y. City
Geo. U. Grant	314 520 St N.Y. City
F. Glocklin	108 - 10 St. Hoboken
John J Keefe	102 Bloomfield St Hoboken
C Wroehner,	129 Hudson St. Hoboken
Paul Kumpf	503 Gates ave cor St
Fred Kappe	434 Hoboken ave J.C.
Charles Stuermann	306 Central Av. J.C.
Joseph Tommaso	113 Willow Terrace Hoboken
A Schoenfeld	1123 Washington St "
Thomas Henry	61 Newark St Hoboken

Geo. A. Bernhardt 200 Washington St. Hoboken N.J.
William L Grote 108 Garden St Hoboken N.J.
Geo. J. Strodt 214 Washington St Hoboken
Jos Faas 205 Washington St Hoboken
Wm. [redacted] 10 Washington St. Hoboken
Ernst Mylord 270 Hackensack ave N.J. Jersey City
John Ellmer 1024 Hutton Av Hoboken N.J.
Frank Fell 89 Washington St Hoboken
Alexander Lindgren 91 Park Pl. Hoboken
Nick. Rosskamp 307 Hudson St. Hoboken
Herm. Meyer 223 Washington St. Hob.
D. 7 V Stockland 212 Garden St

Theodore Wesenack 503 Washington St
Conrad Sauer 505 " "
Herman Soder 611 " "
Jno. A. Dubourg 802 " "
Carl Steinhauer 800 Bloomfield St
A. Engerer 622 Washington St
H. Dambacher 800 Bloomfield St
O. Gerike 632 Garden St.
A. Moser 724 Monastery St
Chas. Wehlan 450 Court St
E. J. Ware 239 Observance St
Alb. Schmidt 210 Jane St
Tom Dey 264 Central Ave J.C.
Wm. C. Burke 1035 Garden St. Hob.
A. Gelmstein 116 Clinton St Hob.
Frank Nickel 4081 Boulevard North Bergen N.J.
Frank Schaffer 387 Park Ave Union Hill N.J.
Martin Anabro 230 - 3rd St Jersey City N.J.
Louis Rost 705 First St Hoboken N.J.
Colen 27½ Couch 1st St Jersey City.
Walter J. Brown 95 River St Hoboken N.J.
Geo. Eberhard 308 Trappagen St. W. Hoboken
Morris Ehrich 419 Liberty St Union Hill
John Kepple 139 Hutton St Jersey City
William Meyerhardt Observer Ave Dover N.J.

E. L. Mays #30 - Hudson St

Herman L. Hannibal — 60 River St

C. Hamm 61 — 61 River St.

A. Braunagel — 729 Washington

C. Waldenmaier — 57/59 - 2nd St.

[illegible] — 215 Hudson St

Henry Brahm — 100 Washington St.

Henry Haidun — 51 Washington St

Edward Hunter — 1102 Bloomfield St

Edward J. Sharkey — 134 Hudson Street

H. J. Duffy — 728 Bloomfield St.

D. Haggerty — 1024 Bloomfield St

F. W. Hilpert Jr — 228 Jackson St

John F. Lewis — 1121 Park Avenue

R. O. Mann — 334 Bloomfield St.

P. A. Doyle — 84 Russell

J. H. Loudergan — 518 Leister St

Alexander Robb — 807 Washington St

Caesar A. Marricano — 731 Garden St Hob.

H. Stutzmann — 95 Clinton St Weehawken

John F. Callahan — 318 Hudson St Hob

Benjamin Bird — 414 Newark St

Charles Ullrich — 226 Hudson St - Hob.

Henry A. Glauder	312 Hudson St Hob.
Chas Weiss	340 Ferry St "
John N Ortlieb	497 Ferry St Hob
Joseph Haggerty	411 Grand St "
Michael J. Riley	911 Willow Ave Hob.
John Clark	809 Willow ave "
Anthony Gilday	202 Monroe St Hob
John Robinson	359 Fourth St Hoboken
W. F. Hayes	# 707 Willow Ave Hob N.J.
August Wedemeyer	809 Willow Ave Hob N.J.
Eugene Seville	86 Jefferson st Hob N.J.
John F Reilly	221 Monroe st Hoboken N.J.
Alfred Hennings	78 Adams St " " "
August Rocki	329 Park Ave Hoboken
Lewis W Boyd	114 Willow Ave Hoboken

James Nkruse 60 newark St Hoboken NJ

Edward Freland 367 Hallenbeck St Ke

Hermann Volkman 302 rental ave Jersey City
Elmer V. Reynolds 217 Hudson St Hoboken N.J. Weight

PETITION.

Hoboken, N. J., Oct. 14th 1915.

Honorable Congressmen John J. Eagan, and James A. Hamill,

The undersigned, citizens and business men of the City of Hoboken, New Jersey, respectfully petition you to use your good offices with the Department of Labor at Washington, D. C., so that the contemplated rule of sending to Ellis Island for Inspection, all incoming Aliens in the First and Second Cabin of all steamship lines docking in Hoboken and Jersey City, may not become effective.

This rule if placed in effect will cause enormous losses to every business man and the public in general, in that the patronage heretofore enjoyed by the hotels, banks, express and carriage companies, grocery, butcher, and general merchandise stores, through these passengers will be entirely eliminated and destroyed.

Alien passengers arriving on steamers of the steamship lines before mentioned, throughout the past thirty years on landing on the piers, as First and Second Cabin, have been allowed to enter our city, stop at our hotels or private dwellings, or proceed to railroad stations and steamship piers if destined to other places.

The business men, property owners, landlords, and laboring people of our city have and at the present time are suffering great losses through the effect of the Great War in Europe and the stoppage of both incoming and outward shipment of freight and the travelling of passengers by steamers of the North German Lloyd and Hamburg-American Lines, and the effect of the contemplated rule of sending the Aliens in the First and Second Cabins to Ellis Island, will be an added blow, necessitating many businesses to close their doors, or go into bankruptcy.

We ask your whole-hearted and best help in endeavoring to protect the interests of the people of Hoboken and Hudson County.

Henry Stockfleth 222 River St Hoboken

A. B. FASOLA & CO.

By .....

A. B. FASOLA & CO.
IMPORTERS
STENECK BANK BUILDING
HOBOKEN, N. J.

53438/15-A. October 18, 1915.

Mr. David Robinson,
Secretary, Broadway Association,
Hotel Martinique,
New York, N. Y.

Dear Sir:

I beg to acknowledge the receipt of your letter of the 15th instant, regarding the recent order for the removal to Ellis Island of all aliens traveling in the second cabin. The Secretary has directed that a hearing be granted the steamship companies with respect to this order and such hearing will take place at 11:00 A. M. on October 18th. Your letter will be given due consideration before the matter is finally disposed of.

Very truly yours,

EXACT COPY AS SIGNED BY A CAMINETTI
MAILED 10/18 BY R.

Commissioner-General.

CKB/JEL

53438/15-A. October 18, 1915.

Mr. C. L. Hunter,
Vice-Chairman, Trunk Line Association,
143 Liberty Street,
New York, N. Y.

Dear Sir:

I beg to acknowledge the receipt of your letter of the 15th instant, regarding the recent order of the Department requiring that all aliens arriving at New York in the second cabin be taken to Ellis Island for inspection under the immigration law.

This order has been temporarily suspended by direction of the Secretary, in order that the steamship companies and others interested may have an opportunity to make representations with a view to its permanent withdrawal. The statements contained in your letter will be borne in mind and will receive careful consideration before the matter is finally disposed of.

Very truly yours,

EXACT COPY AS SIGNED BY A CAMMETTI
MAILED 10/18 BY R.

Commissioner-General.

CEB/JKL

No. 53438/15-A. October 18, 1915.

Hon. John J. Eagan, M. C.,
House of Representatives,
Washington, D. C.

My dear Congressman:

The Department acknowledges the receipt of the petition submitted by Mr. W. H. Seeschaaf regarding the recent order issued requiring that second-cabin passengers arriving at New York be taken to Ellis Island for inspection under the immigration law. This matter is now being considered by the Department and hearing will be accorded the steamship companies and others interested on October 18th at 11:00 A. M., in order that they may present their reasons for desiring the order withdrawn. The statements made by Mr. Seeschaaf will be borne in mind and the petition submitted by him will be carefully considered before the matter is finally disposed of.

Respectfully yours,

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED 10/18 BY

Assistant Secretary.

CKB/JEL

TRAVELERS' CHECKS
MONEY ORDERS
SEESCHAAF'S AGENCY
OFFICIAL RAILROAD & STEAMSHIP AGENTS
122 RIVER ST.
HOBOKEN, N.J.

A. SEESCHAAF W. H. SEESCHAAF

TICKETS AND TOURS EVERYWHERE

IN YOUR REPLY REFER TO

TELEPHONE 1147 HOBOKEN

Oct. 15th 1915.

Mr. John P. Raffo, Secy,
466 House Office Bldg.,
Washington, D. C.

My dear Sir:--

You will receive herewith copy of Petition with about one-hundred fifty signatures of citizens of Hoboken, Jersey City and Hudson County, asking the help of of Representatives, Messrs. John J. Eagan and James A. Hamill.

Upon inquiry at the office of Mr. Eagan we found that he was in Washington, and we are sending this petition to you direct in the hopes that the matter may be quickened by such despatch.

We are advised that the matter in reference to which the petition is sent will go before the Commissioner of Labor at Washington, D. C., on Monday, October 18th, and we would ask the assistance of Mr, Eagan and yourself in order that the interests of our people may be protected.

If Mr. Eagan returns by to-morrow or Sunday, we will endeavor to get in touch with him in reference to this matter.

On account of the short time, only one day being given us to secure signatures and promulgate papers regarding this matter, we had to do things very quickly.

Wayne Rella Eagan at Washington



SEESCHAAF W. H. SEESCHAAF

TICKETS AND TOURS EVERYWHERE

IN YOUR REPLY REFER TO

TELEPHONE 1147 HOBOKEN

We will present to Mr. Hamill, to-morrow an additional list of signatures to this petition.

By looking through the petition submitted you will kindly notice the signatures of many of our prominent citizens.

Asking your kind assistance in behalf of the citizens of Hoboken and Jersey City, with kind regards, I remain

Very respectfully,

W. H. Seeschaaf

PETITION.

Hoboken, N. J., Oct. 14th 1915.

Honorable John J. Eagan, and James A. Hamill,
Representativesto Congress, from Hudson County, N. J.

The undersigned citizens and business men of the cities of Hoboken and Jersey City, Hudson County, New Jersey respectfully petition you to use your good offices with the Department of Labor at Washington, D. C., so that the contemplated rule of sending to Ellis Island for Inspection, all incoming Aliens in the First and Second Cabin of all steamship lines docking in Hoboken and Jersey City, may not become effective.

This rule if placed in effect will cause enormous losses to every business man and the public in general, in that the patronage heretofore enjoyed by the hotels, banks, express and carriage companies, grocery, butcher and general merchandise stores, through these passengers will be entirely eliminated and destroyed.

Alien passengers arriving on steamers of the steamship lines, throughout the past thirty years on landing on the piers, as First and Second Cabin, have been allowed to enter our cities, stop at our hotels or private dwellings, or proceed to railroad stations and steamship piers if destined to other places.

The business men, property owners, landlords, and laboring people of our cities have and are at the present time suffering great losses through the effect of the Great War in Europe and the stoppage of both incoming and outward shipment of freight and the travelling of passengers by the steamers of the North German Lloyd and Hamburg-American Lines and the effect of the contemplated rule of sending the Aliens in the First and Second Cabins to Ellis Island, will be an added blow, necessitating many businesses to close their doors or go into bankruptcy.

It is our understanding that the contemplated rule will operate solely to passengers arriving in the Port of New York, and not be effective in any other port in the United States, and we therefore enter a strenuous protest against this discrimination.

We ask your whole-hearted and best help in endeavoring to protect the interests of your constituants in the cities of Hoboken, Jersey City and Hudson County.

H. Sinken	Meyers Hotel, Hoboken
Hugo Hanheim	104 - Third St. Hoboken.
August Hannibal Jr	602 River Street "
Adam Flusk.	227 Hudson St. "
James B. P. Guaraglia	711 Garden St. Hoboken, N.J.
H. Kamsen	Holland House Hoboken N.J.
A. Gerdes	714 Bloomfield St. Hoboken N.J.
C. Van Kamsen	314 Hudson St Hoboken NJ
Paul Berthaker	308 River St Hoboken
Max Roskel	61-61 Peterson Pl
William Helwig	124 Hudson Street
Henry L. Ehrig	54 Fifth Street
Robert Schrenk	909 Castle Point Terrace
Carl Willenbor	516 Hudson St Hoboken
Sandholz	622 Bloomfield St Hob.
Emil Stande	842 Park St Hoboken
Hranheim	1114 Hudson street "
Charles L. Silversfeld	604 Washington St "
E. H. Neuland	311 Hudson Street Hoboken.
John Mark	64 Peterson Pl Hoboken
Joseph. Sampieri	114 Garden St. Hoboken.
Frederick Ritter	21 Pier Van Weehawken N.J.
Herman Hang	330 Hudson st. Hoboken N.J.
Hatty & Burke	61 Fourth St Hoboken
chas. H. Schmidt	320 Washington St
Vincenzo Villi	136 Garden St
B. Braunstein	234. Wash St
L. Rothschild	921 Garden St.
M. Silon	78 Grand St.
A Rothschild	255 - 10th Hoboken N.J.
Herman Gessner	228 Wash St "

Maurizio Checchio	Hoboken N.J.
Frank C. Hollander.	406 Clinton st
Milton Meyer	226 Washington st.
M Berger	224 Washington st
Richard Kohl	222 Washington St.
C Budde	235 Washgt. St.
Charles Wetzel	231 Wash. St.
Otto Kupfer	233 Thord St.
Haas	300 Hudson St
H Symonds.	800 Bloomfield St.
F. Ulbricht	231 Hudson Str.
Fr. Rodewald	536 Bloomfield str.
C. Wayneard	1108 Washingt St.
James Sampieri	305 Hudson St.
Paul Kahn	114 Garden St
Joseph Kahn	837 Washington St
John Bosman	34 — 5 st
D.V. Barry	63 — 2 st —
Gustavus Sainz	84 Washington St
John A. Lee	203. 11th St.
Antun Brenec	219 Hudson St.
C.F.W. Heuberg	219-221 Hudson St
W. Heffern	51 Bowne Place Weehawken
John J. Kennedy	1249 Bloomfield Hoboken
R. Moore	219 Hudson st. Hoboken N.J.
Anthony A. Leon.	219 " " "
	70 Washington St. 108

Geo. A. Berger	803 Hudson St. Hoboken N.J.
L. D. Applegate Jr.	42 Owen Place. Weehawken N.J.
[illegible]	19 x Belmont ave Jersey City
Fred W. Schaffer	5 Columbia ave Jersey City
Alfred Herrmann	477 Palisade Ave J.C.
Edw H. Todd	93 Hauxhurst Ave. Weehawken
Herbert E Dod	301 Monroe St Hoboken N.J.
W. H. Hayes	127 Boorman Ave J.C. Heights.
John A. Kamma	239 Sherman ave. J.C.
Charles E. Bleffert	313 Sherman ave J.C.
Edward J. Baker	30 x Washington St Hob.
John M. Werner	1119 Garden St. Hoboken
W. F. Schwarmann	119 Jefferson St, Union Hill N.J.
J. A. Dempsey	116 River St Hoboken N.J.

W. Kruse 129 Hudson Hoboken N.J.

N. Jacob 72 Garden St.

Brauswyer Bros 260 Ninth st Hoboken, N.J.

O. Berger. 1213 Park Ave. Hoboken N.J.

H. Rudolphelleyer. New Jersey.

Rud. Giesges 1114 Washington St Hoboken N.J.

[illegible] 1143 Park Ave Hoboken N.J.

Harry Forster 11 Manhattan Ave Jersey City N.J.

J. Schade 117 Hudson St Hoboken

J. J. Landrigan 443 - 20th St. West New York N.J.

J. C. Rose. 421 Clinton Ave West Hoboken N.J.

A. T. Schwab. 54 Jefferson Ave, Grantwood, N.J.

C. G. Schwab. 176 West 87th St N.Y.C.

A Beck. 538 Wash St Hoboken N.J.

M. Rosenfeld 50 - 11th St. Hoboken N.J.

John Lohse 42 Jackson St Jersey City.

Charles Schloeman 219 Hudson St Hoboken
Alfred Burton 156 13th Street, Hoboken
Richard Beyer. 902 Hudson St. Hob.
Harry Ferguson 8th & Monroe St
Christian Stiegl 351-353-1st Street
Max J. Herwitz 412-414 Garden St. Hoboken
William D. Cunneen 1069 Dean St Brooklyn N.Y.

P. D. I. W.

TRUNK LINE ASSOCIATION

PASSENGER DEPARTMENT

438
15

Baltimore & Ohio R. R.	Delaware & Hudson Co.	New York Central R. R.	Pittsburgh & Lake Erie R. R.
Buffalo, Rochester & Pittsburgh Ry.	Delaware, Lackawanna & Western R. R.	New York, Ontario & Western Ry.	Western Maryland Ry.
Central Railroad of New Jersey	Erie R. R.	Pennsylvania R. R.	West Shore R. R.
Chesapeake & Ohio Ry.	Lehigh Valley R. R.	Philadelphia & Reading Ry.	

C. C. McCAIN, CHAIRMAN.
C. L. HUNTER, VICE-CHAIRMAN.

143 LIBERTY ST., NEW YORK. October 15, 1915.

SUBJECT: Inspection at Ellis Island of second-cabin passengers.

RECEIVED
BUREAU OF IMMIGRATION
OCT. 16.

Hon. A. Caminetti,

Commissioner General of Immigration,

Washington, D.C.

My dear Mr. Caminetti:-

I am handing you herewith copy of my letter to Hon. William B. Wilson, Secretary of Labor, even date, and its stated enclosure, with respect to proposed inspection at Ellis Island of second-cabin passengers, and inasmuch as you are in such direct and close contact with the situation and your views will no doubt be sought by the Secretary in reaching a final decision it is earnestly hoped that you will keep the interests of the railroads constantly in mind as if the order were enforced it would undoubtedly operate adversely to their interests because of the peculiar conditions with respect to the physical location of Ellis Island which does not exist at the other ports.

If therefore ways and means may be devised whereby the inspection of second-cabin passengers may be had without requiring them to go to Ellis Island as proposed it will afford to the railroads the protection to which they feel they are reasonably entitled under the circumstances.

Yours respectfully,

C. L. Hunter
Vice-Chairman.

Enc.

Write Mr. Hunter
Ack Mr. C's signature

Already answered
File CRK

P. D. I. W.

TRUNK LINE ASSOCIATION

PASSENGER DEPARTMENT

BALTIMORE & OHIO R. R.
BUFFALO, ROCHESTER & PITTSBURGH RY.
CENTRAL RAILROAD OF NEW JERSEY
CHESAPEAKE & OHIO RY.
DELAWARE & HUDSON CO.
DELAWARE, LACKAWANNA & WESTERN R. R.
ERIE R. R.
LEHIGH VALLEY R. R.
NEW YORK CENTRAL R. R.
NEW YORK, ONTARIO & WESTERN RY.
PENNSYLVANIA R. R.
PHILADELPHIA & READING RY.
PITTSBURGH & LAKE ERIE R. R.
WESTERN MARYLAND RY.
WEST SHORE R. R.

C. C. McCAIN, CHAIRMAN.
C. L. HUNTER, VICE-CHAIRMAN.

143 LIBERTY ST., NEW YORK. October 15,1915.

SUBJECT: Inspection at Ellis Island of second-cabin passengers.

Hon.William B.Wilson,
Secretary of Labor,
Washington,D.C.

Dear Sir:-

I am handing you herewith confirmatory copy of telegram sent you today in the matter of proposed inspection at Ellis Island of second-cabin passengers, from which you will observe that the several railroads initial at the Port of New York are considerably concerned and alarmed by the prospect of any such regulation being put into operation, particularly because of the competitive conditions as set forth therein, and they therefore earnestly trust that nothing will be done by the Department of Labor that will be inimical to their interests in that relation.

Yours respectfully,

(Signed) C.L.HUNTER,
Vice-Chairman.

Enc.

(COPY)

WESTERN UNION TELEGRAM.

New York City, October 15, 1915.

Hon. William B. Wilson,

Secretary of Labor,

Washington, D.C.

The undersigned representing railroads engaged in transportation from the port of New York respectfully petition you to consider their interests as affected by recent order of the Commissioner of Immigration requiring second-cabin passengers to go to Ellis Island for inspection.

We regard the order if enforced as calculated to divert traffic from this port to others especially to Canadian ports at none of which is any such embarassment and inconvenience of passengers imposed.

O.P.McCarty,	P.T.M., Baltimore & Ohio R.R.
W.C.Hope,	G.P.A., Central R.R.of N.J.
Geo.A.Cullen,	P.T.M., D.L.& W.R.R.
R.H.Wallace,	G.P.A., Erie R.R.
Geo.H.Lee,	G.P.A., Lehigh Valley R.R.
L.F.Vosburgh,	G.P.A., New York Central R.R.
J.B.Stewart ,	G.P.A., New York, Ontario & Western Ry.
Geo.W.Boyd,	P.T.M., Pennsylvania R.R.
L.F.Vosburgh,	G.P.A., West Shore R.R.

File

BROADWAY ASSOCIATION

EXECUTIVE OFFICES HOTEL MARTINIQUE

TELEPHONE, 8000 MADISON SQ.

4038
15

October 15th, 1915.

RECEIVED
BUREAU OF IMMIGRATION
OCT 16

Commissioner General of Immigration,
Washington, D. C.

Dear Sir:

I respectfully transmit below a copy of a letter sent to the Secretary of the Department of Labor, this day:

Hon. W. B. Wilson,
Secretary Department of Labor,
Washington, D. C.

Dear Sir:

The Broadway Association representing many millions of property interests, the great business houses on Broadway and other institutions of public welfare in this City respectfully submits that the rule compelling second-class cabin passengers arriving from abroad to go to Ellis Island is an injustice to these passengers as well as the business interests of this City.

This rule will prevent large numbers from coming into the City and thus cause a loss to the merchants, Hotels, theatres, restaurants who depend to some extent on the transient trade. With the efficient corps of immigration officials at the port of New York, there should be no reason why the examination of second-class passengers could not be handled promptly and on the ships, the same as first-class passengers.

Very truly yours,

DR/L

Already answered
File C&S

David Robinson
Secretary.

4

THE TRANS-ATLANTIC PASSENGER CONFERENCES

THE CONTINENTAL CONFERENCE
THE MEDITERRANEAN CONFERENCE
THE NORTH-ATLANTIC PASSENGER CONFERENCE

17 STATE STREET, NEW YORK, October 14, 1915.

438/15

RECEIVED
BUREAU OF IMMIGRATION
OCT. 15.

Hon. Alfred Hampton,
Ass't Com-Gen. of Immigration,
U. S. Department of Labor,
Washington, D. C.

Sir:

We acknowledge receipt, with thanks, of your letter of the 13th inst., advising that the Secretary has directed that a hearing be granted the steamship companies with respect to the recent order for the removal to Ellis Island of all aliens traveling in the second cabin, the taking effect of the order to be suspended meanwhile.

We note that the Secretary has set eleven A. M., Monday, October 18th, in his office, as the time and place for the holding of the meeting, and this is to advise that a Committee of Steamship Representatives will be present as stated.

Yours very truly,

Sidney E. Morse,
By -W38-
Secretary.

file

No. 53436/15-A.

Commercial rate COLLECT
ans. 1 W U Oct. 14.

October 15, 1915.

David K. Knott,
Hotel Earle,
New York City.

Hearing will be given on Monday next at eleven o'clock before Secretary Wilson, this city, regarding transfer second-class passengers to Ellis Island. Representatives hotel association can then be heard if desired.

PARKER

- -

Attest:

EXACT COPY AS SIGNED BY A. WARNER PARKER

For the Commissioner-General:

MAILED 10/15 BY R

4:40

ROD/JLD Law Officer.

53488/15-A. October 15, 1915.

Commissioner of Immigration,
Ellis Island, N. Y. H.

In reply to your telegram of even date herewith, suggesting that Superintendent Percy A. Baker be present at the hearing on Monday in regard to the transfer of second-cabin passengers to Ellis Island, you are advised that the Bureau concurs in your expression of belief that Mr. Baker should be here, and authority is therefore granted for the traveling and other expenses incident to his proceeding to Washington for that purpose.

For the Commissioner-General:

EXACT COPY AS SIGNED BY A. WARNER PARKER
MAILED 10/15 BY

Approved:

Law Officer.

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED 10/15 BY

Assistant Secretary.

ROD/JLD

DEPARTMENT OF LABOR

TELEGRAM

438-15 and Personal
53100/17

SPC Y 26 Paid C R

RECEIVED
BUREAU OF IMMIGRATION
OCT 15.

Ellis-Island, N. Y., October 15, 1915.

Immigration,
Washington, D. C.

It seems to me Mr. Baker should also attend conference Monday. He has more intimate knowledge of station workings than I have.

Howe.

146pm-

all - L

DEPARTMENT OF LABOR

TELEGRAM

1WU Y 33 Paid N L

4388
15

RECEIVED
BUREAU OF IMMIGRATION
OCT 15.

Nj....New York, N. Y., October 14, 1915.

Secretary of Labor,
Washington, D. C.

Hotel men of New York City strenuously object to the new order requiring second class passengers on incoming vessels to be sent to Ellis-Island. We respectfully ask for a hearing.

David H. Knott,
Hotel Earle, New York City.

October 15, 1915....925am

Mar Commissioner
cat F.

Mr Hamilton:
Are hearing fixed
for Monday at 11.
am before Secretary Wilson
Dept of Labor, Washington
Can be arranged

JC

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	blue
Night Message	nite
Night Letter	n l

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	blue
Night Message	nite
Night Letter	n l

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

RECEIVED
BUREAU OF IMMIGRATION
OCT 15

10/14/15
4488 53435
15
4386.

B208 NY 46 BLUE

S NEW. YORK 356 P 14

HON W. WILSON

1191

SECRETARY OF COMMERCE AND LABOR WASHINGTON DC.

HOTEL ASSOCIATION OF NEW YORK CITY COMPRISING PRACTICALLY ALL IMPORTANT HOTELS DESIRES OPPORTUNITY TO BE HEARD IN OPPOSITION TO PROPOSED DETENTION SECOND CABIN PASSENGERS ELLISISLAND WHICH WOULD MEAN DIVERSION TRAFFIC AND GREAT FINANCIAL LOSS TO HOTELS AND OTHER BUSINESS INTERESTS PLEASE ADVISE DATE AND HOUR OF HEARING

HOTEL ASSOCIATION OF NEW. YORK CITY.

ACS-C

Use address

53438/15 October 13, 1915.

Commissioner of Immigration,

Ellis Island, N. Y. H.

Referring to Bureau telegram of this date advising you that the Secretary had directed suspension of the order with respect to the conveyance of second cabin passengers to Ellis Island for examination, and that a hearing would be granted the Steamship lines at eleven A. M., Monday, October 18th, in the Secretary's office, I have to suggest that you come to the meeting in question prepared in every way possible to support your recommendation for the issuance of the order mentioned.

It seems to me that you should bring with you all available data showing the propriety, from the point of view both of efficiently enforcing the law and of insuring against the exploitation of aliens and mishap or delay in connection with their continued transportation to interior points (on prepaid tickets), and upon all other points involved.

EXACT COPY AS SIGNED BY A CAMINETTI
MAILED 10/13 BY R.

AWP/LWG Commissioner-General.

53438/15 October 13, 1915.

S. R. Morse, Esq.,
Secretary, Trans-Atlantic Passenger Conference,
17 State St.,
New York, N. Y.

Dear Sir:

Answering your telegram of the 12th instant, I beg to state that the Secretary has directed that a hearing be granted the steamship companies with respect to the recent order for the removal to Ellis Island of all aliens traveling in the second cabin, the taking effect of the order to be suspended meanwhile.

The Secretary has set eleven A. M., Monday, October 18th, in his office, as the time and place for the holding of the meeting.

Very truly yours,

EXACT COPY

AWP/LWG

MAILED 10/13 BY R

Assistant Commissioner-General.

53438/15

October 13, 1915.

Immigration Service,
Ellis Island, N. Y. H.

Secretary directs that taking effect of order regarding examination at Ellis Island second cabin passengers be suspended pending further instructions, a hearing having been granted steamship lines for eleven A. M., October 18th.

HAMPTON.

Attest:

For the Commissioner-General:
EXACT COPY AS SIGNED BY ALFRED HAMPTON

MAILED 10/13 Assistant Commissioner-General.

AWP/LNG

17.40

Assistant

Appt.

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION
WASHINGTON

IN ANSWERING REFER TO
No. 53438/15

October 12, 1915

Memorandum for THE SECRETARY:

With respect to the telegram from the Trans-Atlantic Passenger Conferences attached immediately hereunder, the Bureau recommends that the order requiring second cabin passengers to be taken to Ellis Island for inspection be held in abeyance pending a hearing before the Secretary of the representatives of the steamship companies interested, the hearing to be held at such time as the Secretary may designate.

A. Caminetti
Commissioner-General

AWP-C

Monday Morning 18th Oct for meeting (11 am)
Offered
WBW

Telephone Mr. Hibbs— see card.

Monday most suitable for meeting.
Caminetti

DEPARTMENT OF LABOR

TELEGRAM

SWU Y 108 Paid Blue 8 pm

Bw.....New York, N. Y., October 28,

Hon. Secretary of Labor,
Washington, D. C.

Lines have received this morning to their notices requiring second cabin passengers inspected Ireland. We respectfully beg to request that such inspection be suspended until after you have this matter with the committee of the trans-atlantic lines. We feel that such important action should without the trans-atlantic lines being given an opportunity to be heard in the matter in accordance with promise made at previous meeting in Washington regarding increase in maintenance expenses for cabin passengers. We respectfully apply for such hearing at any time and place convenient to you.

Committee of the Trans-Atlantic S/S Lines,
S. I. Morse,
Secretary, 17 State St.

12:35 P. M.

Request to Bureau of Immigration

Prepare Memo - recommending that order be held in abeyance pending hearing before the Secretary, at such time as he may designate 1 - P.M. 10/12/15 - ctd.

Rush ctd.

AMERICAN LINE
ATLANTIC TRANSPORT LINE
DOMINION LINE
HOLLAND-AMERICA LINE
LEYLAND LINE
RED STAR LINE
WHITE STAR-DOMINION LINE
WHITE STAR LINE

Main 1615

W. M. Wells
Passenger Agent
Company's Office
1300 F Street, N.W.
Washington, D.C.

To be advised
whether or not
hearing is granted
at this time

DEPARTMENT OF L

TELEGRAM

5WU Y 109 Paid Blue 8 ex

Bw.....New York, N. Y., October 18, 1915.

Hon. Secretary of Labor,
Washington, D. C.

Lines have received this morning to their intense surprise notice requiring second cabin passengers inspection at Ellis-Island. We respectfully beg to request that the order for such inspection be suspended until after you have discussed this matter with the committee of the trans-atlantic steamship lines. We feel that such important action should not be taken without the trans-atlantic lines being given an opportunity to be heard in the matter in accordance with promise made at previous meeting in Washington regarding increase in maintenance expenses for cabin passengers. We respectfully apply for such hearing at any time and place convenient to you.

Committee of the Trans-Atlantic S/S Lines,
S. E. Morse,
Secretary, 17 State St.

12:35 P. M.

Request to Bureau of Immigration

Prepare Memo - recommending that order be held in abeyance pending hearing before the Secretary, at such time as he may designate 1 - P. M. 10/12/15 - ats.

Rush ats.

53438/15 October 9, 1915.

Commissioner of Immigration,

Ellis Island, N. Y. H.

In response to your letter of the 24th ultimo (98524/248), you are hereby authorized and directed to issue an order requiring all transportation lines bringing aliens to your port to deliver at Ellis Island for the inspection contemplated by the immigration law all second cabin passengers, with the exception of United States citizens, in addition to the delivery there of passengers traveling in the steerage.

EXACT COPY AS SIGNED BY A CAMINETTI
MAILED 10/9 BY
Commissioner-General.

AWP/LWG

Approved:

EXACT COPY AS SIGNED BY W. B. WILSON
MAILED 10/9 BY
Secretary.

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

8548
158

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

98524/248

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

September 24, 1915.

RECEIVED
BUREAU OF IMMIGRATION
SEP 27

Pvt'n
53438-15

Commissioner-General of Immigration,
Washington, D. C.

In accordance with our conversation of September 22nd while in Washington as to the advisability of bringing all second-cabin passengers to Ellis Island for inspection, I beg to request formal authority for the issuance of such an order. The reasons for making this are the following:

1. Our inspection force has been greatly decreased by transfers to other stations, deaths and resignations, and in consequence we are unable to make as thorough examinations on board ships as can be made through the regular channels at the station.

2. In addition to the inadequacy of our inspection force, the physical conditions surrounding inspection aboard ship lead to a much more cursory examination than that which is possible at Ellis Island. This is particularly true of the medical inspection.

3. Many of the smaller steamships charge but little more for second-cabin than for steerage accommodations, the difference being less than $10, and often only $5 in the smaller boats. Immigrants are urged to come second-cabin on the ground that inspection is not so severe, and they are more likely to be passed than if they come as third-class passengers.

4. In addition, many immigrants come second-cabin

with prepaid railroad orders that can only be honored at Ellis Island. These persons are discharged at the docks; they go to their hotels; are detained frequently for a day; they come to the station with their heavy hand-luggage, frequently at very considerable cost to themselves, to secure their transportation; and as a consequence are subject to unnecessary expense and unnecessary delay in getting out of New York. An order requiring that all second-cabin passengers be brought to this station would obviate this unnecessary loss to the immigrant.

5. It is also alleged that an unusual number of prostitutes and persons who fall within the immoral classes are coming to this country at this time, and that they are much less likely to be detected by examination on shipboard than they would be if examined at the station.

For the above reasons I strongly recommend that an order issue for the examination of all second-cabin passengers at Ellis Island.

Marcus C. Howe
Commissioner.

FCH/VL

53854/158. May 20, 1915.

Commissioner of Immigration,
Ellis Island, N. Y. H.

The Bureau transmits herewith copy of a report from Inspector A. A. Seraphic dated May 5, 1915, in which he sets forth a number of suggestions as to changes in practice of the boarding division, these suggestions being intended to avoid a recurrence of the difficulties which have formed the subject of recent investigation at New York.

You are requested to give careful consideration to the suggestions of Inspector Seraphic and adopt such of them as are considered practicable, furnishing the Bureau a report of the action taken so that the file may be completed before being closed.

Acting Commissioner-General.

Incl. 2515.

ROD/JLD

MEMORANDUM..

Inspector Seraphic as a result of his investigation at New York involving landing agents and also Immigrant Inspectors, O'Neil & McGregor recommends that certain changes be made in the methods of ~~admitting~~ examination of cabin passengers at that port see file no 53854/158.

53438/15. June 1, 1914.

Mr. Charles A. Strauss,
261 Broadway,
New York, N. Y.

Dear Sir:

In reply to your letter of May 27th, I am obliged to advise you that the Immigration Service cannot issue to you any card or letter such as that for which request is made.

You will probably find when you go to Europe that you will not receive a return ticket but an order for return passage via the line selected and when you present that order for exchange you will be expected to supply the necessary information to enable the steamship company to determine whether or not you are a citizen of the United States and therefore exempt from manifestation. If you have any complaint in that regard, it would be necessary to take the same up with the steamship company, as neither this Bureau nor its officers has any extraterritorial jurisdiction, as previously explained to you.

Very truly yours,

EXACT COPY AS SIGNED BY F. M. LARNED

MAILED 6/11 BY

Acting Commissioner-General.

ROD/JLD

ALEX. L. STROUSE CHARLES A. STRAUSS

STROUSE & STRAUSS.
ATTORNEYS & COUNSELLORS AT LAW.
261 BROADWAY

TELEPHONE CONNECTION
CABLE ADDRESS "STROSTRA"

NEW YORK. May 27th, 1914.

RECEIVED
BUREAU OF IMMIGRATION
MAY 28 1914

F. H. Larned, Esq.,
Acting Commissioner of Immigration,
Washington, D. C.

Dear Sir:-

IN RE 53438/15

Since receiving your letter of May 21st, 1914, dictated ROD/HLD I have examined the Revised Federal Statutes Annotated, published 1903 by the Edward Thompson Co. and find that the only reference to the persons arriving, covering practically my inquiries, is Section 9, delivering list of passengers to customs officer, that is, that the master of the vessel must deliver to the Customs Officer a list of the passengers and the information as to the passengers. I agree with you that I do not desire to enter into any discussion with you as to the interrogation of American citizens arriving in ports of this country.

Up to the present time you have given me no information whatsoever upon which you can base your authority for compelling a citizen to sign the papers referred to in my previous letter. You assume in your letter of May 21st that a citizen is purchasing his ticket abroad. Let us assume that a citizen prior to leaving this country purchase his return passage right here in New York City. He has given all the necessary information both to the steamship company on whose boat he expects to leave and to the steamship company on whose boat he expects to return. The reason for my inquiries have been these:- I expect to leave the United States for a short sojourn abroad in June, expect to give all the necessary information to both steamship companies, expect to take a passport, which I have already obtained, and what I now desire is such a letter or card from you so that I can enter the port of New York and alight on the dock as though I were getting off a Staten Island ferry boat. I prefer this to what you term a so-called admission card to come back to the City where I was born, have resided all my life and hope to reside until my death.

I think that this matter which I have referred to is important enough for your department to refer to Congress, that is, that either a law be passed compelling everyone on the vessel to sign the statements now required, or there be no law that nothing need be signed by American citizens and the production of a passport, or a letter obtained previous to going to Europe from your department be sufficient.

Thanking you again I remain,

Yours truly,

Charles A. Strauss

CAS-JN

53438/15. May 21, 1914.

Mr. Charles A. Strauss,
216 Broadway,
New York, N. Y.

Dear Sir:

In reply to your letter of May 18th, you are advised that, while the Bureau does not wish to enter into any discussion as to the necessity of interrogating American citizens arriving at ports of this country to a sufficient extent to ascertain that they are such and therefore not subject to examination under the immigration laws, it seems perfectly obvious that the only way by which this fact can be determined is through direct inquiry; the same is true as to similar inquiries made by the steamship companies abroad at the time passage is booked.

The immigration officers of the United States have no extra-territorial jurisdiction and intending passengers seeking to obtain steamship tickets abroad must presumably furnish the necessary information either for the purpose of making up the manifests required by law or to show conclusively that each such passenger is a citizen of the United States.

The Bureau cannot perceive that there is any "unnecessary annoyance" to a citizen of the United States in informing the officials at the port of entry to that effect and the great majority of passengers who come to American ports each year do not seem to experience any inconvenience in giving the slight data required.

It is naturally assumed that citizens of this country will be the foremost in upholding its laws rather than impede and annoy public officers whose duty it is to apply those laws. In this connection your attention is invited to the Act approved August 2, 1882, entitled "An Act to regulate the carriage of passengers by sea."

Very truly yours,

EXACT COPY AS SIGNED BY F. H. LARNED

MAILED 3/21 BY

Acting Commissioner-General.

ROD/JLD

ALEX. L. STROUSE CHARLES A. STRAUSS

STROUSE & STRAUSS.
ATTORNEYS & COUNSELLORS AT LAW.
261 BROADWAY

TELEPHONE CONNECTION
CABLE ADDRESS "STROSTRA"

NEW YORK. May 18, 1914.

IN RE No. 53438/15

United States Department of Labor,
Bureau of Immigration,
Washington, D. C.

RECEIVED
BUREAU OF IMMIGRATION
MAY 19 1914

Gentlemen:-

This is to acknowledge receipt of letter dictated by F. C.D. to J.L.D. and signed F.H.Larned. Your letter does not quite answer the questions which I expounded in my letter to you. I note that the Immigration Laws apply to immigrants or aliens. The concrete proposition which I desire to place before you is the following:-

1. Assume that you, Mr. Larned, leave New York on March 15, 1914 for Europe, remain there until May 12th and arrive at New York on May 19th. Under what law are you, an American citizen, to whom the Immigration Acts do not in any way apply, compelled to sign the statement which as I note in the Immigration Act applies to aliens and receive your card and then be compelled to subject yourself to the examination of the Immigration Inspector. I would like to have you point out to me the exact provision of the law under which such examination of an American born citizen is required.

2. Assume that you, the Acting Commissioner of Immigration, having been abroad and arriving at the port of New York simply show your passport and should decline to answer the questions submitted on the sheet, what is the right of the government to compel you to submit to

such examination and to sign these papers, always remembering that the Immigration Act refers only to aliens.

3. Can an American born citizen enter this country upon a return from Europe without either signing this sheet or having the alien or other [illegible] without submitting himself to the necessary annoyance of having the Immigration Inspector sign his card?

I thank you most sincerely for your very courteous letter of May 16th and deeply appreciate the prompt attention which you have given to the matter, but the particular proposition which I have in mind is as aforestated and ask you kindly to have these questions answered in categorical order and as numbered above.

Thanking you again for any future courtesies which you may show me in the matter, I am

Yours very truly,

CAS-JN

53438/15. May 16, 1914.

Charles A. Strauss, Esq.,
261 Broadway, New York, N. Y.

Dear Sir:

In reply to your letter of May 13th, the Bureau transmits herewith a copy of the Immigration Laws and Regulations and would invite your attention to the Immigration Act of February 20, 1907, which applies to all alien passengers arriving in the United States, irrespective of the class of accommodations in which they travel. The right of immigration officers to inspect and, if necessary, detain first-cabin passengers is no less than in the case of steerage passengers, and by reference to section 13 of the act cited you will observe that provision is made for an identification ticket for each alien or head of a family.

Very truly yours,

EXACT COPY AS SIGNED BY F. H. LARNED
MAILED 5/16 BY

Acting Commissioner-General.

Incl. L. & R.

RCD/JLD

53431/15

L. STROUSE · CHARLES A. STRAUSS

STROUSE & STRAUSS.
ATTORNEYS & COUNSELLORS AT LAW.
261 BROADWAY

TELEPHONE CONNECTION
CABLE ADDRESS "STROSTRA"

NEW YORK. May 13, 1914.

Department of Commerce & Labor,
Bureau of Immigration & Naturalization,
Washington, D. C.

RECEIVED
BUREAU OF IMMIGRATION
MAY 14 1914

Gentlemen:-

Under a system which has been in vogue for the last two years, as I understand, the first cabin passengers prior to arriving in the United States fill out a complete statement and receive a card which is stamped by the Immigration Officer who boards the boat at or near Quarantine. I desire to have the following information:-

1. Reference to the Law citing the year the same was passed and complete reference thereto under which this examination is made.

2. Copies of the Departmental orders affecting this examination.

What I want to know are the exact rights and powers of the Immigration Officer stamping these cards of first cabin passengers and under what laws or orders he acts.

Thanking you for the courtesy of an early reply, I remain

Yours very truly,

CAS-JN

53438/15. April 17, 1914.

Commissioner of Immigration,
Ellis Island, N. Y. H.

There is inclosed herewith, for your information and consideration, copy of a letter from Captain William T. H. King, who recently acted in the capacity of an attendant on an ocean voyage in the case of an alien named Richard Balfe, who was returned to Ireland.

EXACT COPY AS SIGNED BY E. H. LARNED
MAILED 4/17 BY

Acting Commissioner-General.

Inclosure No. 1926.
JSB/RHT

53580/15

RECEIVED
BUREAU OF IMMIGRATION
APR 15 1914

April 14, 1914.

F. H. Larned,
Assistant Commissioner-General of Immigration,

Sir:

While traveling for the Department in the capacity of attendant in the deportation of Richard Balfe 53580-702 to Ireland and Wilhelm Hanschka 53761-4 to Berlin, Germany, I observed some conditions which may be of interest to the Immigration authorities. I found such a vast difference in the class of persons coming to the United States and those going to Europe, that I made inquiries as to the cause both amongst the passengers themselves and the ship's employees, with the following results:

A large majority of the second-class passengers for the United States traveled so because they were informed that they would have no difficulty in entering the Country, while if they were in third-class or steerage they would be subjected to close inspection at Ellis Island. I was forced to the conclusion that a large majority of those persons coming to the United States by second-class do so for the express purpose of avoiding close inspection.

William J. H. King.

Mr. Larned

4/16/14
Send copy of letter
herein to Mr. Sibley for
information & consideration
FHL

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

53438/15

January 22, 1914.

Commissioner of Immigration,
Ellis Island, New York Harbor.

Sir:

I submit herewith a report of the work performed by the Inspectors of the Boarding Division during the six months ending September 30, 1913. The work of this Division includes first, the inspection of aliens in the first and second cabins; the discharging of United States citizens in both cabins and steerage; inspecting and discharging of caretakers of live stock at the pier; issuing cattlemen's certificates, and inspecting and discharging cattlemen at the pier upon their return to the United States; ascertaining the status under the Immigration law of members of the crew; hailing all non-passenger ships to ascertain if they have on board any passengers, stowaways, passageworkers, Chinese, or if any members of the crew are to be discharged at the pier.

The Boarding Division force consists at present of nineteen Inspectors and one Interpreter, not including the Inspector in Charge.

The Inspectors report for duty at the Barge Office at 6.15 A.M. from the 15th of March to the 1st of November. The

cutter leaves promptly at 6.30 A.M., and during the rest of the winter months at 7.00 and 7.30 A.M. All the Inspectors report for the early trip except four, two of whom report at 9.00 and two at 11.00 A.M. The Inspectors so designated are held for late ships. The average hours on duty each day does not clearly indicate the extraordinary hours exacted of the Inspectors, as during the busy season the Inspectors are often compelled to remain on duty from twelve to eighteen hours. The time record ~~record~~ shows 467 instances of Inspectors having worked in excess of twelve hours between April 1st and September 30th, 1913. I enclose a "time report" of each Inspector assigned to this Division during the months of April, May, June, July, August and September of the year 1913, showing the annual and sick leave taken, the number of days off in lieu of Sundays and holidays, and the number of days and the average hours per day while actually on duty.

#3.	Coyne	Detwiler	Donoghue	English	Felstyner	Gjessing	Henry	Macintosh	MacGreger	Mitchell
Annual Leave	28	31	20	28	13	28	29	29	24	6
Sick Leave		20			1	25		3		
Days off Including Holidays.	21	18	25	20	24	16	20	9	21	23
Days actually on duty.	134	114	138	135	145	114	134	77	138	154
Average hours per day while actually on duty.	9.55	9.21	10.50	10.11	8.50	8.56	9.00	9.07	10.02	9.27

	Moore	Morrison	Morton	Murphy	Pearsall	Scarlett	Schlaar	Snider	Sullivan	West
Annual Leave	6	31	14	25	24	16	26	11	24	7
Sick Leave										
Days off including Holidays.	23	24	5	18	20	23	22	21	23	25
Days actually on duty.	154	128	46	140	139	144	135	151	136	151
Average hours per day while actually on duty.	9.12	9.28	9.12	9.20	9.08	10.40	8.45	9.24	9.25	9.27

When several Inspectors are sent to a vessel to inspect the first and second cabin passengers the Inspector first in alphabetical order is designated as"Officer in Charge"and he is held responsible for the performance of the following duties: obtaining from the Purser the manifests(and causing them to be verified and sworn to by the proper ship's officer), the alphabetical index book, copy of the Customs passenger list, report of births or deaths on the voyage, of stowaways, passageworkers, cattlemen, horsemen, Chinese, Japanese, of steerage passengers transferred to the cabin during the voyage, and of passengers removed at Quarantine.

Preceding the inspection of cabin aliens the Inspectors must examine the manifests to ascertain the names of aliens entered thereon for which confidential notices have been issued affecting the eligibility to land. As the passengers enter the cabin they are inspected by a Surgeon of the United States Public Health Service. The steamship stewards are expected to direct them to the proper inspection officers. It, however, sometimes happens that the cabin becomes congested either through inattention of the stewards, inadequate space, or for some other cause, in which case it is impossible to properly direct the passengers. Many become irritated and impatient, subjecting the officers and the Service to undeserved criticism. Much improvement, however, is observed in this respect, the steamship authorities realizing that in co-

co-operating with the Immigration Authorities they save much inconvenience and delay.

United States citizens as a rule, do not take kindly to the interrogations necessary to establish their citizenship. Frequently both women and men give vent to their feelings by ridiculing and abusing the inspectors, who have shown commendable self-control in ignoring these attacks. As a result of the examination of United States citizens 689 aliens, who were erroneously manifested as citizens, were found since the first of January, 1913 - recovering $2756.00 in head tax, which, otherwise, would have been lost to the Government. This office has also manifested and legalized the landing of 96 deserting seamen by which $384.00 was collected as head tax and turned over to the Treasurer at Ellis Island.

It takes fromnone hour to one hour and a half for a steamer to reach her pier from Quarantine, excepting steamers which dock in South Brooklyn, which reach their pier within about thirty minutes.

Formerly, in determining the number of Inspectors to place on board of a passenger steamer it was customary to detail one Inspector for each 75 passengers. Within the last three years, however, each Inspector hasbeen obliged to examine from 100 to 250 passengers, and even more. It has been our aim to finish the inspection by the time the steamer reaches her pier, but that has been practically impossible since saloon passengers have been examined. On conclusion of the primary

inspection there are frequently a large number of passengers temporarily detained awaiting the arrival of relatives or friends. In such cases the Inspector remains on board a reasonable time to give these relatives and friends an opportunity to be heard. An order is issued on the proper ship's officer for the delivery at Ellis Island of all aliens temporarily detained or held for the Board of Special Inquiry.

It is also the duty of the Inspectors to pass on the citizenship of those arriving in the steerage who claim to be United States citizens and who desire to leave the steamer at the pier. Those presenting a court record of naturalization or a sworn affidavit that they are native born receive a pass entitling them to land. During the six months ending Sept.30, 1913, 10059 United States citizens were discharged from the steerage at the pier, and 309 stowaways were found and ordered delivered at Ellis Island.

2174 steamers arrived at this port during the six months ending September 30, 1913, of which 1218 carried passengers and were boarded, and 956 carried no passengers but were hailed.

#7.

REPORT OF BOARDING DIVISION

Three Months Ending September 30, 1913

	Passenger Ships	Non-Passenger ships.	1st Cabin	2nd Cabin	Steerage.	Total	Temp. Detained	S.I.	Total Detained	Stowaways sent to E.I.	U.S. Citizens Discharged at the Pier.
April	201	167	15369	22661	103855	141885	434	750	1184	51	998
May	192	178	11890	20516	103534	135940	292	663	955	57	944
June	207	156	12286	19014	116963	148263	421	688	1109	66	1081
July	200	156	13277	19594	87658	120529	612	837	1449	46	1126
August	205	161	19809	24890	85573	130272	502	672	1174	53	2582
Sept	213	138	26970	28077	95244	150291	391	513	904	36	3328
Total	1218	956	99601	134752	592827	827180	2652	4123	6775	309	10059

	Passenger Ships	Non-Passenger Ships	1st Cabin	2nd Cabin	Total Cabin
1913	1218	956	99601	134752	234353
1907	1157	890	77728	96859	174587
	61	66	21873	37893	59766

Showing increase 1913 over 1907.

#8.

Since the first of January 1913 the following confidential notices were found:-

Persons charged with immoral conduct,	53
Contract laborers,	16
Anarchists,	5
Embezzlers,	21
Public charges,	28
Criminals,	39,
Total number of notices found,	162

Aliens who are held for physical defects or for suspected insanity are not on this list, but are to be found in the list of aliens sent to Ellis Island for Special Inquiry, of which there were 4123 during the six months mentioned. Also during this period over 300 affidavits, Form 547, for aliens expected to arrive at this port were sent to this Division containing information which the Inspector was expected to consider in determining the alien's right to land.

Good deportment and neat personal appearance while on duty is required of all Inspectors in this Division. Coming in contact with the different classes of the travelling public they are often confronted with very intricate problems which must be at once decided and which require the exercise of good judgment and a thorough knowledge of men. The work requires ability which is not always supplied by educational qualifications and the knowledge of the law.

Respectfully,

Inspector in Charge.

53438/15. June 10, 1913.

U. S. Commissioner of Immigration,
Montreal, Canada.

In reply to your letter of June 4, No. 10992/30, you are informed that a blank form has been prepared entitled, "List of United States Citizens" and the color arrangement is the same as that applying to regular immigrant manifests, the form numbers being 630, 630a and 630b. A requisition for a sufficient supply to be used by the lines bringing aliens to Quebec should be prepared and transmitted to the Bureau for action.

EXACT COPY AS SIGNED BY E. H. LARNED
MAILED 6/10 BY

Assistant Commissioner-General.

ROD/jld

Department of ~~Commerce and~~ Labor

U. S. IMMIGRATION SERVICE

EED

OFFICE OF THE COMMISSIONER
MONTREAL, CANADA

No.10992/30.

June 4, 1913.

RECEIVED
BUREAU OF IMMIGRATION
JUN 6 1913

Commissioner-General of Immigration,
Washington, D. C.

Please note the enclosed copy of letter from Inspector in Charge Harrison, Quebec. If, as he states, the Government is now supplying blank manifests for use in recording United States citizens, a supply of same could be used to advantage if sent to this office for distribution to the pursers of ships belonging to Canadian lines.

(Encl.#5868)

J. Hunt Clark
Commissioner.

DEC 2 Letters

COPY.

U. S. DEPARTMENT OF LABOR

Immigration Service

Office of Inspector in Charge,
Louise Docks P. O., Quebec, P. Q., Can.

HG

No.9440/8.

May 31st, 1913.

U. S. Commissioner of Immigration,
Montreal, P. Q.

The Government is now supplying blank manifests, forms #630, #630-A, and #630-B, on which United States citizens only are recorded, and the headings of said manifests are such that it is a simple matter for the pursers on board ships to get the data required in connection with returning American citizens, and I beg to ask that you supply the various transportation companies operating ships of the Empess class with said manifests and request their use, which will materially assist us in examining the large number of citizens who return via this port during the summer and fall months.

(Sgd.) Ralph P. Herrison,

Inspector in Charge.

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

Department of [illegible] Labor

SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

June 5, 1913.

MEMORANDUM:

The annexed pamphlet may be of interest to Secretary Wilson, and it is suggested that it be laid before him, together with this letter.

W.W.

No. 903
Ed. 2-10-13—500,000

June 5, 1913.

ion,

of some of the work of what

on for the months of March,

April and May:

	Passenger Ships Boarded	First Cabin	Second Cabin	Temp. Det.	Special Inquiry	Total Cabin Passengers detained
March.....	192	14,909	17,958	302	597	899
April.....	201	15,369	22,661	434	750	1,184
May.....	192	11,890	20,516	292	663	955
Total....	585	42,168	61,135	1,028	2,010	3,038

Furthermore, the boarding officers detected that 625 of the first and second cabin passengers who had been manifested as citizens were in fact aliens, thereby increasing the Government revenue from head tax by four times 625. Were it not for the cabin inspection there would of course be a far greater attempt than there now is to list aliens as citizens.

The inspection of cabin passengers, especially those traveling in the first cabin, is surrounded with many difficulties concerning which I have heretofore written you. To refresh the Bureau's memory I send it a copy of our circular of May 1912 entitled "Information for Passengers Concerning the United States

4-84-15

Labor

VICE

98524/88

RECEIVED
BUREAU OF IMMIGRATION
JUN 6 1913

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

June 5, 1913.

Commissioner-General of Immigration,
Washington, D. C.

The following is a summary of some of the work of what is known as our Boarding Division for the months of March, April and May:

	Passenger Ships Boarded	First Cabin	Second Cabin	Temp. Det.	Special Inquiry	Total Cabin Passengers detained
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The inspection of cabin passengers, especially those traveling in the first cabin, is surrounded with many difficulties concerning which I have heretofore written you. To refresh the Bureau's memory I send it a copy of our circular of May 1912 entitled "Information for Passengers Concerning the United States

Immigration Law". It is unfortunate that the steamship companies become careless about bringing this pamphlet to the attention of passengers, with the result that many of them reach Quarantine without knowing what is expected of them, whereby inspection is greatly delayed. Then, too, there is frequent change in the personnel of the stewards, combined with the disinclination on their part to say anything to the passengers which may prove annoying to them. The medical examination of first cabin passengers (three quarters of whom are usually citizens) is especially troublesome. Only this morning a conference looking to its improvement was held in my office with the new Chief Medical Officer and several of the immigration officials present.

Commissioner.

KMC
Encl.2149

Voted Mykelly.

include tuberculosis, trachoma, favus and other skin diseases, as well as numerous other disorders, also insanity, idiocy, imbecility and feeble-mindedness.

9. An alien may be arrested and deported at any time within three years of his arrival if he entered the United States (1) in violation of law, or (2) without inspection, or (3) if he has become a public charge from a cause existing prior to landing. An alien has entered the United States in violation of law if in fact he belonged to one of the excluded classes, although such fact may at the time of entry have escaped attention. Usual instances in which an alien becomes a public charge are where he enters an almshouse or hospital at public expense or is sent to jail. What may be a "cause existing prior to landing" depends somewhat on the circumstances of each case. Where the alien is found a public charge in an almshouse or hospital the proof usually required to show that his presence there is due to a "cause existing prior to landing" includes a medical certificate establishing the existence of mental or physical disability prior to the time when he entered the country. Alien prostitutes and procurers may be deported regardless of the time when they entered the country.

By order of the
U. S. COMMISSIONER OF IMMIGRATION
at the Port of New York.

Ellis Island,
May, 1912.

Department of Commerce and Labor

U. S. IMMIGRATION SERVICE

Information for Passengers

CONCERNING THE UNITED STATES IMMIGRATION LAW

1. The immigration law applies to all aliens, and not merely to those commonly known as immigrants. It applies to aliens whether they have previously resided in the United States or not, and even though they may have declared their intention of becoming citizens and taken out "first papers."

2. The fact that aliens travel in cabin quarters does not relieve them from the terms of the immigration law. If this were otherwise, well-to-do aliens of the excluded classes could readily secure entrance to the United States. The inspection of first and second class passengers at New York occurs usually aboard ship between the Quarantine Station and the dock. Aliens travelling in the third class or steerage (commonly known as immigrants) are brought to Ellis Island for inspection.

3. Each passenger to the United States should receive on board an identification card, to be presented upon arrival to the immigration authorities so that they may promptly ascertain his place on the ship's manifest and thus expedite inspection and landing.

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By order of the
U. S. COMMISSIONER OF IMMIGRATION
at the Port of New York.

Ellis Island,
May, 1912.

Department of Commerce and Labor

U. S. IMMIGRATION SERVICE

Information for Passengers

CONCERNING THE UNITED STATES IMMIGRATION LAW

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3. Each passenger to the United States should receive on board an identification card, to be presented upon arrival to the immigration authorities so that they may promptly ascertain his place on the ship's manifest and thus expedite inspection and landing.

4. The law provides that every alien who does not appear to the examining inspector to be "clearly and beyond a doubt" entitled to land shall be detained for "special inquiry." Only those first and second class passengers whose right to land is not clear are sent to Ellis Island.

5. The immigration authorities have no jurisdiction over United States citizens, but they have the right to satisfy themselves that passengers claiming to be United States citizens are in fact such and not falsely claiming citizenship to evade the immigration law or the payment of the head tax of four dollars. United States citizens can aid in the execution of the immigration law in several ways. Those who are native born should, upon request, inform the steamship authorities as to their place of birth, and those who are naturalized as to the date of their naturalization papers and the name of the court which issued them. Citizens, like aliens, should upon arrival hold in readiness their identification cards.

6. Following are the principal classes of aliens excluded from admission to the United States:

Idiots, imbeciles, feeble-minded persons and epileptics. Insane persons and those who have been insane within five years. Persons who at any time have had two or more attacks of insanity. Paupers and persons likely to become a public charge. Persons afflicted with tuberculosis or with a loathsome or dangerous contagious disease. Persons suffering from any mental or physical defect which may affect their ability to earn a living. Criminals, polygamists, and anarchists. Prostitutes, procurers, and "persons who are supported by or receive in whole or in part the proceeds of prostitution." Children under sixteen unaccompanied by either parent, except in the discretion of the Secretary of Commerce and Labor.

7. Where alien children under sixteen unaccompanied by either parent, neither parent being in the United States, are admitted the minimum requirements are that they shall enjoy good health, shall be going to close relatives who are able and willing to support and properly care for them, shall be sent to school until sixteen, and shall not be put at work unsuited to their years. Frequently the Government requires a bond conditioned that they shall be sent to school until sixteen and shall not become a public charge.

8. The business of quarantine at the port of New York is conducted by the State of New York, not by the Federal Government. Quarantinable diseases are cholera, yellow fever, small-pox, typhus fever, leprosy and plague. Both citizens and aliens suffering from any of these diseases are removed from the vessel at the Quarantine Station, Staten Island. Aliens are subject to further medical examination by surgeons of the United States Public Health and Marine Hospital Service, acting on behalf of the immigration authorities, with reference to all physical and mental diseases or defects specified in the immigration law; and these

4. The law provides that every alien who does not appear to the examining inspector to be "clearly and beyond a doubt" entitled to land shall be detained for "special inquiry." Only those first and second class passengers whose right to land is not clear are sent to Ellis Island.

5. The immigration authorities have no jurisdiction over United States citizens, but they have the right to satisfy themselves that passengers claiming to be United States citizens are in fact such and not falsely claiming citizenship to evade the immigration law or the payment of the head tax of four dollars. United States citizens can aid in the execution of the immigration law in several ways. Those who are native born should, upon request, inform the steamship authorities as to their place of birth, and those who are naturalized as to the date of their naturalization papers and the name of the court which issued them. Citizens, like aliens, should upon arrival hold in readiness their identification cards.

6. Following are the principal classes of aliens excluded from admission to the United States:

Idiots, imbeciles, feeble-minded persons and epileptics. Insane persons and those who have been insane within five years. Persons who at any time have had two or more attacks of insanity. Paupers and persons likely to become a public charge. Persons afflicted with tuberculosis or with a loathsome or dangerous contagious disease. Persons suffering from any mental or physical defect which may affect their ability to earn a living. Criminals, polygamists, and anarchists. Prostitutes, procurers, and "persons who are supported by or receive in whole or in part the proceeds of prostitution." Children under sixteen unaccompanied by either parent, except in the discretion of the Secretary of Commerce and Labor.

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53438/15. January 13, 1913.

Commissioner of Immigration,
Ellis Island, N. Y. H.

Replying to your letter of January 9, No. 98524/88, you are advised that the communication from your office dated November 12, 1912, concerning the revision of Forms 630, 630A and 630B, was duly received. The Chief of the Division of Publications was informed of the changes which you desired in these forms, a new supply of which was requisitioned by you at that time, but the matter of acknowledging receipt of your letter was overlooked.

Exact copy as signed by F. H. Larned
Mailed 1/13 by J. M.
Assistant Commissioner-General.

JLD

ADDRESS ANSWER TO "COMMISSIONER OF IMMIGRATION" AND REFER TO NUMBER

98524/88

Department of Commerce and Labor

IMMIGRATION SERVICE

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

January 9, 1913.

Commissioner-General of Immigration,
Washington, D. C.

I have not received from you any acknowledgment of my letter of November 12, 1912, No. 98524/88 - your file 53438/15. You did send us shortly after the writing thereof a supply of the unamended "List of United States Citizens". Possibly you intend taking action on my letter of November 12 after the existing supply is exhausted. This is merely to satisfy myself that you received it.

Wm. Williams
Commissioner.

VL

Continuance of

53438

15

Henetafane

U.S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

NO. 53438

SUBJECT:

15-6

CONTINUED UNDER

53438

15-16

HEREAFTER

53438-15-B

January 28, 1916.

Hon. Chr. Ravn,

Consul General of Norway,

New York, N. Y.

Sir:

I have the honor to acknowledge receipt of your letter of January 22d having reference to the investigation by this Department of the subject of transferring all second cabin passengers arriving at the port of New York to Ellis Island for inspection.

You are advised that the special committee appointed by Secretary Wilson met in New York on the 25th instant, with representatives of the steamship companies, hotel associations, railroads and civic organizations of New York. The entire matter was very thoroughly discussed and will very likely be disposed of in the course of a few days. I had your communication before me at the hearing, and the objections to the proposed plan of inspection were given thorough consideration. It is hoped that a method of inspection of second cabin passengers may be outlined and adopted whereby the inconveniences pointed out by you will be obviated and a proper immigration and medical inspection be obtained.

Very respectfully,

Solicitor.

No. 53438/15-B. January 27, 1916.

John Franklin Crowell, Esq.,
Chamber of Commerce of the State of New York,
65 Liberty Street,
New York, N. Y.

My dear Mr. Crowell:

With reference to the question of examination of second-cabin passengers at Ellis Island, I have the honor to transmit herewith copy of the original order of the Secretary of Labor, requiring all transportation lines to deliver at Ellis Island, all second-cabin passengers for examination with the exception, of course, of United States citizens.

Yours very truly,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MAILED 1/27 BY Solicitor.

LER/LER

Incl. #7.

DEPARTMENT OF LABOR

John Franklin Crowell

Executive Officer
Chamber of Commerce of the State of New York
Forty-five Liberty Street

RECEIVED
BUREAU OF IMMIGRATION
JAN 27 1916

No. 204
Ed. 7-22-15—300,000

No. 53438/15-B. January 22, 1916.

A. Warner Parker,
Special Immigrant Inspector,
Washington, D. C.

You are hereby authorized to proceed to New York, N. Y., for the purpose of participating in a conference to be conducted at Ellis Island on January 25th, in regard to the inspection of second-cabin aliens at Ellis Island.

The traveling and other expenses are hereby authorized, payable from the appropriation, "Expenses of Regulating Immigration."

EXACT COPY AS SIGNED BY W. B. WILSON
MAILED 1/24 BY
Secretary.

ROD/JLD

INCLOSED

REPORT of HEARING held on Monday, October 18, 1915, in the office of the Secretary of Labor, of representatives of steamship, railroad, hotel and other interests protesting against the order requiring immigrants arriving second-class to be examined at Ellis Island.

---oOo---

SECRETARY: We are desirous of securing all the facts as to why the order, which is the subject of this hearing, should not be put into effect. I suppose an informal discussion would possibly be the best means of bringing out the facts. It might be well before that to give the reasons that prompted the Department to issue the order. You will then be better able to talk to these reasons and after discussing them, tell why the order should not go into effect. We have conceived that Ellis Island was established for a two-fold purpose, the first purpose being to furnish better facilities for the examination of aliens arriving in the United States; the second reason being to interfere as little as possible with the shipping interests of the country. If examinations are made as carefully on board vessels as they are at a station like Ellis Island it would mean the detention of a vessel for a lengthy period. And in order to avoid that detention for a lengthy period Ellis Island and similar stations have been established.

It has been alleged that there are many aliens arriving as second-class passengers who are morally, mentally and physically unfit to enter the United States. If we undertake to examine these second-class passengers on board the vessels as fully as is necessary to determine the fact as to their moral, mental and physical fitness it will mean the detention of the vessels in the Roads, and in order to overcome that and

at the same time make the examination that we conceive to be necessary the order was issued that second-class passengers should be sent to Ellis Island for examination. If you can turn your statements to the point of showing us how ~~m~~ we can make a proper examination of those second-class passengers without unnecessarily detaining vessels, and without taking them to Ellis Island, we will be under many obligations to you and, whether you can or cannot show us that, we will be glad to hear any facts or any reasons that you may desire to assign as to why the second-class passengers should not be sent to Ellis Island for examination. Now, if you have made any arrangement in regard to the persons who may make statements for you, I will be glad to follow out this arrangement.

MR. BEERS (representing the Steamship Lines): I suppose ever since the Federal service has been inaugurated the preliminary examination of the first and second-cabin passengers has been made on the ships. That appears to be only the preliminary examination. I think I am right in saying that any doubtful case found in the second cabin was always sent to Ellis Island for further examination. The examination on our ships is made by the same men, or men in the same service, as those who make the examination on Ellis Island, and we believe these gentlemen can give you the particulars in that regard and will say that it has been a very careful examination. There has at least been no complaint as to the facilities for this inspection on our ships, and in many cases passengers have been examined several times and then examined again--sometimes as often as three times--and if there was a doubtful case, of course it went to Ellis

Island. So far as I understand, there has been no complaint as to facilities and the steamship lines are prepared to afford the Department all facilities on the ships, or on the piers if necessary, because all these lines have commodious piers for any kind of segregation or examination. We are meeting just at present, on account of the war, a somewhat unusual situation. You have referred, Mr. Secretary, to the people coming in who were not admissible. It is not at all surprising with the countries in Europe prohibiting emigration of men available for military service, and where they are not prohibited from leaving no able-bodied men would leave unless they were absolutely running away from military service, that we have a situation where the physically most robust have every reason for staying in Europe. I think that you will find that any change in that regard would be due to that circumstance, which is temporary, we hope. The Department has regarded the first and second-cabin passengers as the cabin passengers, and in that respect it smothered the distinction which is made in other countries (in England) between the cabin and steerage, which is perfectly well defined. The rooms of first and second-cabin passengers are to a certain extent interchangeable so that the light is small. The food is about the same, but in other respects it is very much alike. There are some lines, for example, the French Line, which run one-cabin ships. The faster ships have been taken by the government for military purposes, so that all of the large class of people who wish to travel on the French Line must come in in that second-cabin. The average rates--I figured them for about twenty lines which are now running from Europe to the port of New York--the average rate is about $40. for the

third cabin, about $64. for the second, and about $90. for the first. I am not referring to the first-cabin on faster ships. There is about the same difference between the steerage and the second-cabin as between second-cabin and first. There has always been maintained in this country that distinction between the cabin and the steerage. Most of the people who travel second-cabin are most self-respecting people. For one reason or other they have to study economy. Many of the very best people in every sense who come to this country come in the second-cabin. They are an entirely different class from those in the steerage. They are very sensitive about their treatment. A man in the first-cabin might consider it almost a joke to be, as he would express it, put with immigrants. A person in the second cabin would regard it as a very serious protest in his own mind. I am not criticising the service at Ellis Island in the least; I know how good it is. But the people, many of them educated people and people of excellent standing, have to study economy. To be sent to Ellis Island is a great hardship, being detained with third-cabin people. Suppose any of your friends arriving at a port in Europe, or their wives or daughters, were subjected to just such a detention as would be involved by sending a second-cabin passenger to Ellis Island.

SECRETARY: Isn't it a common practice at boundary lines in Europe that all classes of passengers are detained for examination?

MR. BEERS: Steamship examination, but no such examination and detention by taking passengers off the ship, to be herded in with immigrants. This is a matter which only affects us in the steamship business as it affects the public, and it is because it affects the public that it affects us. If any of us were subjected to such experiences at European

ports, we would not go to such a port again, and naturally our voices would reach our friends. That may be a false pride. It affects the traffic of the port of New York very decidedly. Of course it affects the steamship companies first. These lines are running vessels which were especially built. They are not as available for Canadian ports. I do not believe that the traveling public, if it could possibly avoid such a situation, would travel in the second cabin to New York. You realize how large a part of the total travel that second-cabin amounts to. I can well understand that this order promotes the convenience of the Department. I can well see that it is a matter of efficiency to have all these passengers handled at Ellis Island. It may be an element of convenience. Something more than 25 years ago the Treasury Department ordered all baggage on all incoming ships to be sent to the Barge Office, and that was done for a few weeks and that was all. It involved so much discomfort to the traveling public, it produced such an outcry against the port of New York and against that system, that it was dropped.

I think there are insuperable objections to the application of this order from the standpoint of the attitude of travelers by the second cabin. It is a hardship which this Department can perfectly well avoid, because it has avoided it ever since the service has been inaugurated. We all know it is unavoidable that orders should be made to involve hardships to individuals. Here is something which is perfectly avoidable--which has been avoided in fact--and it seems to us that it is putting a new strain upon our institutions to impose this hardship on these second-cabin passengers. In the last year before the war commenced there were about 800,000 people

coming to New York in the third cabin and there were something over 200,000 second-cabin. Only about 10% of those were citizens. Most of them would have to go to Ellis Island. This order affects the steamship companies just as it affects the port of New York and the other interests at the port of New York. If you are in doubt, Mr. Secretary, I would respectfully suggest that there are various other interests at the port who would be very glad to be heard on the subject.

CONGRESSMAN EGAN: It affects us. My district in Congress comprises a part of Jersey City. Hoboken would be very vitally affected and very unfavorably. The city of Hoboken has been harder hit by the European war than any other city in this country.

SECRETARY: Isn't it true that a great many of the vessels trading between German ports and the United States had their termini in Hoboken?

CONGRESSMAN EGAN: Hoboken is the terminus for the North German Lloyd and American Lines, the Holland-American and the German-American Line. The closing down of the German lines has hit the city of Hoboken very hard--so much so that a number of our smaller shopkeepers have been forced out of business. I might refer to a tragedy that we charge to this unfortunate condition, the closing down of the lines. The hotels there have been very vitally affected. The banks, the express companies, and the carriage companies are all seriously affected. We know that it has been a very hard struggle for them. If the proposed order is put into effect, I believe that many of the small business houses will have to go out of business.

The first-cabin passengers as a rule don't stay in Hoboken. The second-cabin passengers do. We will be in a deplorable condition if this order is put into effect. I am a business man in Hoboken. The proposed order has turned the city almost upside down. Our Chamber of Commerce, our Merchants' Association, business men and larger interests are aroused about this thing. Hoboken is just as patriotic as the rest of the country. We want the immigration laws enforced. We don't feel that we should be discriminated against as we will be if the proposed order goes into effect. I assume there is some other way for the examination of passengers. I think the interests of my city ought to be taken into account and an investigation made as to how it will affect us there. It will be seen that we have a very strong case.

MR. LANKERING (Postmaster, Hoboken): I appear here as a former mayor of Hoboken. I don't believe there is a man of Hoboken that knows the conditions better than I do--the suffering of the traffic on the steamship lines. The hotel men and a great number of other men are merely existing as a consequence of the order that was given for the transfer of passengers of the second-class. If the order should be carried out, I am certain that within a reasonable time quite a number will be closed up altogether. We have a case here of a hotel man committing suicide.

SECRETARY: Have the shipping companies any further statement to make?

MR. BEERS: At Ellis Island under normal conditions you will not be taking more than 5,000 third-cabin passengers a day. On many days you will not take more than 4,800. In addition to that number of 5,000 or 4,800 you are asking to take all the way from 1200 to 1600 or 1700

second-cabin passengers. It stands to reason that if you cannot properly examine more than 5,000 third-class, you cannot examine the second-cabin. You are putting the very delay upon the ships.

SECRETARY: If instead of making the examination on the ship we simply transfer the passengers from the ship to Ellis Island, where we have better facilities for making examinations than we have on the vessels, in what manner would it delay the vessel more, or as much as if we made the examination on board the vessel itself?

MR. BEERS: It means that you will have to keep the vessel over until the next day or possibly the second day.

SECRETARY: Your position is that it would take longer to unload the passengers and take them to Ellis Island than it would take to examine the passengers on board the vessels.

MR. BEERS: That gives you a total of 11,000 to handle. Where are you going to take the other 5,000 or 6,000? Mr. Baker states that he has frequently held up ships.

MR. BAKER: Due to the fact that the steamship companies brought large numbers of inadmissible aliens. If the steamship companies bring admissible aliens we will have no difficulty in handling as many steerage passengers and second-class passengers as well.

MR. BEERS: We cannot meet all your requirements. The only way to escape that condition would be to establish inspection on the other side. You will never be able to eliminate that feature.

SECRETARY: What we want to get at is the reason why this order should not be put into effect. Suppose there was any portion of that

number detained on primary inspection; if you will examine your second-cabin on board those who are admitted go on, those who are not are held for further inspection.

MR. HOWE: We expect to inspect the second-class passengers first.

SECRETARY: Of course you can't take the abnormal situation and apply it as a reason for a normal situation. Your difficulty is not of the present but of the future.

MR. BEERS: There is no chance to get the passengers back. No question was ever raised about the examination of the second-cabin by your predecessors. We believe that the inspection of the second-cabin on board ship was less hurried and therefore more thorough than could be done at Ellis Island if a large number passed through.

MR. JACOBSEN: You are putting a great hardship and a very great discrimination on the ships. These conditions would not exist at other ports. At San Francisco passengers are not landed at the pier, but in Baltimore and Philadelphia they are all landed at the piers--first, second and third. We are going to lose out through Canada. All passengers land at the pier in Montreal at any time of the day or night. At any European ports you can land at day or night.

MR. CAMINETTI: Why could it not be regulated to have a general average of ships land on one day?

MR. BEERS:

MR. JACOBSEN: If we could so arrange our arrivals here, it could. Some ships are faster than others.

MR. JACOBSON: I wish to say the passengers are admitted one by one with hats and gloves removed. I only wish to add that we, the

Scandinavian Line, consider the second-class the very best class. It would be a hardship to take them to Ellis Island.

SECRETARY: There has never been any complaint as to the facilities that have been offered by the various steamship companies for the examination of passengers. The question is as to whether with those facilities we can make the examination as thoroughly as it ought to be made without interfering with shipping interests.

MR. HUNTER (representing the Railroads): Mr. Secretary, speaking for the railroads, as you know, we have filed with you a telegram of our objections in a brief way to the proposed enforcement of this order, and it seems proper to state in the beginning that, in view of our large interests in the handling of passengers from the port of New York, we had no word of this at all. In other words, the order was served upon the steamship companies on first notice and we got none whatever. Mr. Beers and the representatives of the steamship lines have set out very clearly to my mind, and I hope to yours, that this second-class business is a legitimate traffic. We have in the coastwise trade, as you are aware, the same classifications with respect to the accommodation of first, second-cabin and steerage. We have handled the immigrant business at Ellis Island ever since the station was established. The second-cabin traffic is a legitimate class of traffic without regard to the Ellis Island station. I mean to say there is a certain large class of people who are not perhaps in the best circumstances in the world yet who are in the medium circumstances, and they naturally seek the intermediate class of accommodations. We feel that it would be, on a very large

number of these people arriving from Europe in the second-class, a distinct hardship if they were taken to Ellis Island for inspection.

SECRETARY: The number of mentally defective is apt to be lower in second than in third-class, or in first possibly than in second; the physically defective may also be lower, and the morally defective may also be lower. The problem with us is how to segregate those who are morally, mentally and physically defective from the others who are traveling and who are admissible to the United States, and how to do it with the least possible interference with commerce.

MR. HUNTER: The question is whether ways and means may be devised to make this examination aboard ships instead of having these passengers go to Ellis Island. The steamship representatives have tried to convince you that under existing conditions that examination is being made, so far as they know, without any difficulty. With respect to handling immigrants at Ellis Island we have encountered a great deal of difficulty in heavy seasons. It is the abnormal conditions that we have to confront. We frequently have in busy seasons to handle as many as 4,000 or 5,000 immigrants a day. When that station was established we never contemplated that we would be called upon to handle any but immigrant passengers there. The natural thing would be to expect us, the railroads, to book them. I can't conceive why there wouldn't be more delay in sending the second-class passengers to Ellis Island than to examine on board ship and discharge at the dock. If that sort of regulation were put into effect at New York and second-class passengers were compelled to go to Ellis Island for inspection, it would naturally

militate against the port of New York because of the fact that at these other ports examinations are made at the docks, and particularly in Canada. I think the gentlemen representing the affairs at Ellis Island will bear me out in the statement that so far as the trunk lines are concerned we have always stood ready and willing to cooperate to the fullest extent in the administration of the law and the regulations there. We are just as anxious as yourself and the Department to keep out of this country these particular classes of aliens you speak of. Taking into consideration that there is a marked difference between the classes of passengers, we hope that the Department may still find ways and means in continuing this inspection aboard ship and not compel these passengers to go to Ellis Island. Where is the weakness of the present system?

SECRETARY: The lack of sufficient facilities, even though all the facilities are placed at our disposal, to make a thorough examination on board the vessel without interfering with the time of the vessel itself. Immigration has fallen off very materially. As a result of its falling off and the larger number of inspectors that we have in proportion to the number of aliens arriving, we have been able to make a more thorough inspection than with the larger number of arrivals. By virtue of the fact that we are able to make a more thorough inspection we are able to see more clearly the fact that numbers, and I might qualify it by saying large numbers, of aliens have been admitted in the past by reason of the laxity of inspection with insufficient facilities. With that situation developing, then it becomes clear to us that a closer inspection is

essential, not only with the immigrant classes but with the other classes as well. If we undertake to make as close an inspection of the second-class as we are making of third-class passengers, we cannot very well do it on board the vessel without interfering with the time of the vessel itself.

MR. HUNTER: If that is true, why doesn't that difficulty exist at other ports?

SECRETARY: There is no other port where the conditions are anywhere near like those at New York.

The responsibility of ultimate decision rests with me. If the reasons that I have given as the reasons that cause the action of the Department are not sound, I want to know it. No cross-examination of me will change that situation. A cross-examination of the others may change it.

MR. HUNTER: It might be well to let us have a further hearing to develop the facts. I would like the man at Ellis Island to get his views upon the subject of handling this business--what we would be up against. We would have to install first and second-class tickets. Our principal objection, we feel, is that if this order is made effective it will naturally militate against the port of New York. I want to say that if there is anything the railroads can do in assisting you in reaching a conclusion in this matter, we stand ready to do it. I thank you very much for your courtesy.

MR. BEERS: I understand you desire to have a more thorough examination of arriving aliens. That examination is made by means of

questioning aliens in order to bring about such information as can be brought about by questioning, and by a physical examination of such points as can be brought out. It is not apparent to me why that questioning and that physical examination can't be done as thoroughly on a ship or on a pier as it can at Ellis Island. We are perfectly ready to take that risk as to detention of a more thorough examination rather than have the class of people who travel second-class on our ships taken to Ellis Island.

SECRETARY: I have about come to a conclusion as to the policy which should be pursued in this case. My judgment, after what I have heard, is that I shall revoke the order that has been issued for the time being and instruct the Bureau of Immigration to consult with the various interests that are affected by the order, and endeavor to work out a plan of inspection that will give the results desired and be satisfactory to the interests involved. If you desire to make any further statement we will hear it; if not, that determination will stand.

REPRESENTATIVE, MERCHANTS' ASSOCIATION, NEW YORK: Our purpose is to endeavor to improve the conditions and welfare of New York. Having that in mind, of course we are most anxious that proper inspection shall prevail and proper enforcement of the immigration laws should be carried out. There is one aspect of this which I would like to call to your attention--what we conceive to be the ultimate effect upon the country of the operation of such an order. There are being afforded to this country unusual opportunities. The present administration, through the Department of Commerce, is exerting itself to the utmost to endeavor to

get this country into a position to take advantage of these trade opportunities. Many of the peoples with whom we are trying to attain this trade relationship are of peculiar sensibilities as to personal dignity. The second class is considered to be quite the proper class in which to travel. Any administration of the alien law should be devised so as to reduce to a minimum that effect which I have indicated. In our judgment the operation of the order would be discriminatory against New York as compared with other ports and the Canadian ports.

REPRESENTATIVE, HOTEL ASSOCIATION, NEW YORK CITY: I wish to express our thanks and appreciation of the manner in which you have considered the subject.

MR. HOWE: One thing ought to be taken up in this conference that has not been emphasized in this discussion, and that is the protection of the immigrant who has purchased ticket orders on the other side. He comes to this country second-cabin; lands in New York, Hoboken or Brooklyn; goes to a hotel; is subject to heavy expense for his baggage at the hotel; then he has to come to Ellis Island to have his ticket orders honored. This involves one or two days' loss of time and from $5. to $25. of expense. This would be obviated if the second-cabin alien having ticket orders was sent to Ellis Island at the time of the xxx inspection. He could then go west directly the same as the regular third-class aliens. This would save them time, money and worry.

MR. HARTFIELD: Referring to the remarks made by Mr. Howe: I represent the three Italian lines in the city of New York, and cases such as these are taken care of by the Italian Society.

SECRETARY: It isn't to be expected that the second-class passengers who have immigrant transportation to the interior are of the class of people who are fearful of having their feelings injured. The class of people that you have referred to who would have their feelings hurt by taking them to Ellis Island are not the class of people who have immigrant transportation to the interior of the United States. I think that is a phase of the question that might properly be taken up by the Bureau in connection with the various interests that are affected in the consideration of the entire subject matter.

The Secretary thanked the representatives for their arguments and they in turn thanked him.

No. 53438/15-B. January 22, 1916.

Hon. Anthony Caminetti,
Commissioner-General of Immigration,
Washington, D. C.

Authority is hereby granted for the traveling and other expenses incident to your proceeding to New York, N. Y., for the purpose of participating in a hearing to be conducted at Ellis Island on January 25th, in regard to the inspection of second-cabin aliens at Ellis Island.

Appropriation: "Expenses of Regulating Immigration."

EXACT COPY AS SIGNED BY W. B. WILSON
MAILED 1/24 BY
Secretary.

ROD/JLD

No. 53438/15-B. January 22, 1916.

Hon. J. B. Densmore,
Solicitor, Department of Labor,
Washington, D. C.

Authority is hereby granted for the traveling and other expenses incident to your proceeding to New York, N. Y., for the purpose of participating in a hearing to be conducted at Ellis Island on January 25th, in regard to the inspection of second-cabin aliens at Ellis Island.

Appropriation: "Expenses of Regulating Immigration."

EXACT COPY AS SIGNED BY W. B. WILSON
MAILED 1/24 BY R
Secretary.

ROD/JLD

53438/15-B

January 22, 1916.

Mr. Frederic C. Howe,
Commissioner of Immigration,
Ellis Island, New York Harbor, N. Y.

My dear Mr. Howe:

In reply to your inquiry as to whether you should notify the steamship companies, hotel keepers, or other agencies about the meeting, you are advised that notice has been sent to all those who have signified their desire to be present or otherwise manifested an interest in the meeting.

Yours very truly,

Solicitor.

JBD/LJC

53438
15-B

ADDRESS ANSWER TO
"COMMISSIONER OF IMMIGRATION"
AND REFER TO NUMBER

U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE

98524/248

OFFICE OF
COMMISSIONER OF IMMIGRATION
ELLIS ISLAND, NEW YORK HARBOR, N. Y.

January 21, 1916.

Mr. J. B. Densmore,
Department of Labor,
Washington, D. C.

My dear Mr. Densmore:

Relative to the meeting on Tuesday next for consideration of the proposal to bring second cabin passengers to Ellis Island, I beg to inquire as to whether you desire me to notify any of the steamship companies, hotel keepers, or other agencies about the meeting, or will this be arranged on Monday after your arrival.

Very sincerely yours,

Commissioner.

FCH/VL

TREASURY DEPARTMENT

UNITED STATES
PUBLIC HEALTH SERVICE
ELLIS ISLAND, N.Y.

OFFICE OF
CHIEF MEDICAL OFFICER

4138/15

January 20, 1916.

BUREAU OF IMMIGRATION
JAN 21 1916

Hon. J. O. Dinsmore,
Solicitor for Department of Labor,
Washington, D.C.

My dear Mr. Dinsmore,

I have the honor to acknowledge receipt of your letter of the 19th instant advising me that the Commission will convene at Ellis Island, New York Harbor, at 10 A.M. Tuesday, the 25th instant.

Yours very truly,

Surgeon, USPHS.

THE TRANS-ATLANTIC
PASSENGER CONFERENCES

THE CONTINENTAL CONFERENCE
THE MEDITERRANEAN CONFERENCE
THE NORTH-ATLANTIC PASSENGER CONFERENCE

17 STATE STREET, NEW YORK. Jan. 20, 1916.

RECEIVED
BUREAU OF IMMIGRATION
JAN 21 1916

Mr. J. B. Densmore,
Chairman, Departmental Commission,
Department of Labor,
Washington.

Sir:

We acknowledge receipt of your letter of the 19th inst., (File 53438/15), stating that the Commission appointed by the Secretary to investigate and conduct hearings. with reference to the proposal that an order be issued requiring that second cabin alien passengers brought to the port of New York must be conveyed to the Ellis Island immigrant station for examination, will convene at Ellis Island, at ten o'clock A. M., Tuesday the 25th instant.

We have advised our Committee accordingly.

Yours very truly,

Sidney Ellmore
Secretary.

INTERNATIONAL MERCANTILE MARINE LINES

AMERICAN LINE
ATLANTIC TRANSPORT LINE
DOMINION LINE
LEYLAND LINE
RED STAR LINE
WHITE STAR LINE
WHITE STAR-DOMINION LINE
HOLLAND-AMERICA LINE

TRAVELERS CHECKS ISSUED
AVAILABLE ALL OVER THE WORLD

GENERAL PASSENGER OFFICE

R. M. HICKS, PASSENGER AGENT

1306 F. STREET, N. W.

438/15

WASHINGTON, D.C. Jan. 20, 1916

J. B. Densmore, Esq.,

Solicitor for Department of Labor,
Chairman, Departmental Commission,

Department of Labor,
Washington, D. C.

FILED
BUREAU OF IMMIGRATION
JAN 21 1916

N. B.-PASSAGES ARE ONLY BOOKED SUBJECT TO ALL THE TERMS AND CONDITIONS APPEARING ON THE PASSAGE TICKETS

Dear Sir:

Please accept our best thanks for your letter of yesterday with regard to proposal that an order be issued by the Secretary of Labor requiring that second class alien passengers brought to the port of New York be conveyed to Ellis Island immigrant station for examination, instead of inspected on board vessels and that the Commission appointed by the Secretary to investigate and conduct hearings with respect to said matter will convene at Ellis Island, New York Harbor, ten o'clock A. M., Tuesday, January 25th.

Yours respectfully,

R. M. Hicks

Passenger Agent

REPORT of HEARING held on Monday, October 18, 1915, in the office of the Secretary of Labor, of representatives of steamship, railroad, hotel and other interests protesting against the order requiring immigrants arriving second-class to be examined at Ellis Island.

---oOo---

SECRETARY: We are desirous of securing all the facts as to why the order, which is the subject of this hearing, should not be put into effect. I suppose an informal discussion would possibly be the best means of bringing out the facts. It might be well before that to give the reasons that prompted the Department to issue the order. You will then be better able to talk to these reasons and after discussing them, tell why the order should not go into effect. We have conceived that Ellis Island was established for a two-fold purpose, the first purpose being to furnish better facilities for the examination of aliens arriving in the United States; the second reason being to interfere as little as possible with the shipping interests of the country. If examinations are made as carefully on board vessels as they are at a station like Ellis Island it would mean the detention of a vessel for a lengthy period. And in order to avoid that detention for a lengthy period Ellis Island and similar stations have been established.

It has been alleged that there are many aliens arriving as second-class passengers who are morally, mentally and physically unfit to enter the United States. If we undertake to examine these second-class passengers on board the vessels as fully as is necessary to determine the fact as to their moral, mental and physical fitness it will mean the detention of the vessels in the Roads, and in order to overcome that and

at the same time make the examination that we conceive to be necessary the order was issued that second-class passengers should be sent to Ellis Island for examination. If you can turn your statements to the point of showing us how we can make a proper examination of those second-class passengers without unnecessarily detaining vessels, and without taking them to Ellis Island, we will be under many obligations to you and, whether you can or cannot show us that, we will be glad to hear any facts or any reasons that you may desire to assign as to why the second-class passengers should not be sent to Ellis Island for examination. Now, if you have made any arrangement in regard to the persons who may make statements for you, I will be glad to follow out this arrangement.

MR. BEERS (representing the Steamship Lines): I suppose ever since the Federal service has been inaugurated the preliminary examination of the first and second-cabin passengers has been made on the ships. That appears to be only the preliminary examination. I think I am right in saying that any doubtful case found in the second cabin was always sent to Ellis Island for further examination. The examination on our ships is made by the same men, or men in the same service, as those who make the examination on Ellis Island, and we believe these gentlemen can give you the particulars in that regard and will say that it has been a very careful examination. There has at least been no complaint as to the facilities for this inspection on our ships, and in many cases passengers have been examined several times and then examined again--sometimes as often as three times--and if there was a doubtful case, of course it went to Ellis

Island. So far as I understand, there has been no complaint as to facilities and the steamship lines are prepared to afford the Department all facilities on the ships, or on the piers if necessary, because all these lines have commodious piers for any kind of segregation or examination. We are meeting just at present, on account of the war, a somewhat unusual situation. You have referred, Mr. Secretary, to the people coming in who were not admissible. It is not at all surprising with the countries in Europe prohibiting emigration of men available for military service, and where they are not prohibitdd from leaving no able-bodied men would leave unless they were absolutely running away from military service, that we have a situation where the physically most robust have every reason for staying in Europe. I think that you will find that any change in that regard would be due to that circumstance, which is temporary, we hope. The Department has regarded the first and second-cabin passengers as the cabin passengers, and in that respect it smothered the distinction which is made in other countries (in England) between the cabin and steerage, which is perfectly well defined. The rooms of first and second-cabin passengers are to a certain extent interchangeable so that the light is small. The food is about the same, but in other respects it is very much alike. There are some lines, for example, the French Line, which run one-cabin ships. The faster ships have been taken by the government for military purposes, so that all of the large class of people who wish to travel on the French Line must come in in that second-cabin. The average rates--I figured them for about twenty lines which are now running from Europe to the port of New York--the average rate is about $40. for the

third cabin, about $64. for the second, and about $90. for the first. I am not referring to the first-cabin on faster ships. There is about the same difference between the steerage and the second-cabin as between second-cabin and first. There has always been maintained in this country that distinction between the cabin and the steerage. Most of the people who travel second-cabin are most self-respecting people. For one reason or other they have to study economy. Many of the very best people in every sense who come to this country come in the second-cabin. They are an entirely different class from those in the steerage. They are very sensitive about their treatment. A man in the first-cabin might consider it almost a joke to be, as he would express it, put with immigrants. A person in the second cabin would regard it as a very serious protest in his own mind. I am not criticising the service at Ellis Island in the least; I know how good it is. But the people, many of them educated people and people of excellent standing, have to study economy. To be sent to Ellis Island is a great hardship, being detained with third-cabin people. Suppose any of your friends arriving at a port in Europe, or their wives or daughters, were subjected to just such a detention as would be involved by sending a second-cabin passenger to Ellis Island.

SECRETARY: Isn't it a common practice at boundary lines in Europe that all classes of passengers are detained for examination?

MR. BEERS: Steamship examination, but no such examination and detention by taking passengers off the ship, to be herded in with immigrants. This is a matter which only affects us in the steamship business as it affects the public, and it is because it affects the public that it affects us. If any of us were subjected to such experiences at European

ports, we would not go to such a port again, and naturally our voices would reach our friends. That may be a false pride. It affects the traffic of the port of New York very decidedly. Of course it affects the steamship companies first. These lines are running vessels which were especially built. They are not as available for Canadian ports. I do not believe that the traveling public, if it could possibly avoid such a situation, would travel in the second cabin to New York. You realize how large a part of the total travel that second-cabin amounts to. I can well understand that this order promotes the convenience of the Department. I can well see that it is a matter of efficiency to have all these passengers handled at Ellis Island. It may be an element of convenience. Something more than 25 years ago the Treasury Department ordered all baggage on all incoming ships to be sent to the Barge Office, and that was done for a few weeks and that was all. It involved so much discomfort to the traveling public, it produced such an outcry against the port of New York and against that system, that it was dropped. I think there are insuperable objections to the application of this order from the standpoint of the attitude of travelers by the second cabin. It is a hardship which this Department can perfectly well avoid, because it has avoided it ever since the service has been inaugurated. We all know it is unavoidable that orders should be made to involve hardships to individuals. Here is something which is perfectly avoidable--which has been avoided in fact--and it seems to us that it is putting a new strain upon our institutions to impose this hardship on these second-cabin passengers. In the last year before the war commenced there were about 800,000 people

coming to New York in the third cabin and there were something over 200,000 second-cabin. Only about 10% of these were citizens. Most of them would have to go to Ellis Island. This order affects the steamship companies just as it affects the port of New York and the other interests at the port of New York. If you are in doubt, Mr. Secretary, I would respectfully suggest that there are various other interests at the port who would be very glad to be heard on the subject.

CONGRESSMAN EGAN: It affects us. My district in Congress comprises a part of Jersey City. Hoboken would be very vitally affected and very unfavorably. The city of Hoboken has been harder hit by the European war than any other city in this country.

SECRETARY: Isn't it true that a great many of the vessels trading between German ports and the United States had their termini in Hoboken?

CONGRESSMAN EGAN: Hoboken is the terminus for the North German Lloyd and American Lines, the Holland-American and the German-American Line. The closing down of the German lines has hit the city of Hoboken very hard--so much so that a number of our smaller shopkeepers have been forced out of business. I might refer to a tragedy that we charge to this unfortunate condition, the closing down of the lines. The hotels there have been very vitally affected. The banks, the express companies, and the carriage companies are all seriously affected. We know that it has been a very hard struggle for them. If the proposed order is put into effect, I believe that many of the small business houses will have to go out of business.

The first-cabin passengers as a rule don't stay in Hoboken. The second-cabin passengers do. We will be in a deplorable condition if this order is put into effect. I am a business man in Hoboken. The proposed order has turned the city almost upside down. Our Chamber of Commerce, our Merchants' Association, business men and larger interests are aroused about this thing. Hoboken is just as patriotic as the rest of the country. We want the immigration laws enforced. We don't feel that we should be discriminated against as we will be if the proposed order goes into effect. I assume there is some other way for the examination of passengers. I think the interests of my city ought to be taken into account and an investigation made as to how it will affect us there. It will be seen that we have a very strong case.

MR. LANKERING (Postmaster, Hoboken): I appear here as a former mayor of Hoboken. I don't believe there is a man of Hoboken that knows the conditions better than I do--the suffering of the traffic on the steamship lines. The hotel men and a great number of other men are merely existing as a consequence of the order that was given for the transfer of passengers of the second-class. If the order should be carried out, I am certain that within a reasonable time quite a number will be closed up altogether. We have a case here of a hotel man committing suicide.

SECRETARY: Have the shipping companies any further statement to make?

MR. BEERS: At Ellis Island under normal conditions you will not be taking more than 5,000 third-cabin passengers a day. On many days you will not take more than 4,800. In addition to that number of 5,000 or 4,800 you are asking to take all the way from 1200 to 1600 or 1700

second-cabin passengers. It stands to reason that if you cannot properly examine more than 5,000 third-class, you cannot examine the second-cabin. You are putting the very delay upon the ships.

SECRETARY: If instead of making the examination on the ship we simply transfer the passengers from the ship to Ellis Island, where we have better facilities for making examinations than we have on the vessels, in what manner would it delay the vessel more, or as much as if we made the examination on board the vessel itself?

MR. BEERS: It means that you will have to keep the vessel over until the next day or possibly the second day.

SECRETARY: Your position is that it would take longer to unload the passengers and take them to Ellis Island than it would take to examine the passengers on board the vessels.

MR. BEERS: That gives you a total of 11,000 to handle. Where are you going to take the other 5,000 or 6,000? Mr. Baker states that he has frequently held up ships.

MR. BAKER: Due to the fact that the steamship companies brought large numbers of inadmissible aliens. If the steamship companies bring admissible aliens we will have no difficulty in handling as many steerage passengers and second-class passengers as well.

MR. BEERS: We cannot meet all your requirements. The only way to escape that condition would be to establish inspection on the other side. You will never be able to eliminate that feature.

SECRETARY: What we want to get at is the reason why this order should not be put into effect. Suppose there was any portion of that

number detained on primary inspection; if you will examine your second-cabin on board those who are admitted go on, those who are not are held for further inspection.

MR. HOWE: We expect to inspect the second-class passengers first.

SECRETARY: Of course you can't take the abnormal situation and apply it as a reason for a normal situation. Your difficulty is not of the present but of the future.

MR. BEERS: There is no chance to get the passengers back. No question was ever raised about the examination of the second-cabin by your predecessors. We believe that the inspection of the second-cabin on board ship was less hurried and therefore more thorough than could be done at Ellis Island if a large number passed through.

MR. JACOBSEN: You are putting a great hardship and a very great discrimination on the ships. These conditions would not exist at other ports. At San Francisco passengers are not landed at the pier, but in Baltimore and Philadelphia they are all landed at the piers--first, second and third. We are going to lose out through Canada. All passengers land at the pier in Montreal at any time of the day or night. At any European ports you can land at day or night.

MR. CAMINETTI: Why could it not be regulated to have a general average of ships land on one day?

MR. BEERS:

MR. JACOBSEN: If we could so arrange our arrivals here, it could. Some ships are faster than others.

MR. JACOBSON: I wish to say the passengers are admitted one by one with hats and gloves removed. I only wish to add that we, the

Scandinavian Line, consider the second-class the very best class. It would be a hardship to take them to Ellis Island.

SECRETARY: There has never been any complaint as to the facilities that have been offered by the various steamship companies for the examination of passengers. The question is as to whether with those facilities we can make the examination as thoroughly as it ought to be made without interfering with shipping interests.

MR. HUNTER (representing the Railroads): Mr. Secretary, speaking for the railroads, as you know, we have filed with you a telegram of our objections in a brief way to the proposed enforcement of this order, and it seems proper to state in the beginning that, in view of our large interests in the handling of passengers from the port of New York, we had no word of this at all. In other words, the order was served upon the steamship companies on first notice and we got none whatever. Mr. Beers and the representatives of the steamship lines have set out very clearly to my mind, and I hope to yours, that this second-class business is a legitimate traffic. We have in the coastwise trade, as you are aware, the same classifications with respect to the accommodation of first, second-cabin and steerage. We have handled the immigrant business at Ellis Island ever since the station was established. The second-cabin traffic is a legitimate class of traffic without regard to the Ellis Island station. I mean to say there is a certain large class of people who are not perhaps in the best circumstances in the world yet who are in the medium circumstances, and they naturally seek the intermediate class of accommodations. We feel that it would be, on a very large

number of these people arriving from Europe in the second-class, a distinct hardship if they were taken to Ellis Island for inspection.

SECRETARY: The number of mentally defective is apt to be lower in second than in third-class, or in first possibly than in second; the physically defective may also be lower, and the morally defective may also be lower. The problem with us is how to segregate those who are morally, mentally and physically defective from the others who are traveling and who are admissible to the United States, and how to do it with the least possible interference with commerce.

MR. HUNTER: The question is whether ways and means may be devised to make this examination aboard ships instead of having these passengers go to Ellis Island. The steamship representatives have tried to convince you that under existing conditions that examination is being made, so far as they know, without any difficulty. With respect to handling immigrants at Ellis Island we have encountered a great deal of difficulty in heavy seasons. It is the abnormal conditions that we have to confront. We frequently have in busy seasons to handle as many as 4,000 or 5,000 immigrants a day. When that station was established we never contemplated that we would be called upon to handle any but immigrant passengers there. The natural thing would be to expect us, the railroads, to book them. I can't conceive why there wouldn't be more delay in sending the second-class passengers to Ellis Island than to examine on board ship and discharge at the dock. If that sort of regulation were put into effect at New York and second-class passengers were compelled to go to Ellis Island for inspection, it would naturally

militate against the port of New York because of the fact that at these other ports examinations are made at the docks, and particularly in Canada. I think the gentlemen representing the affairs at Ellis Island will bear me out in the statement that so far as the trunk lines are concerned we have always stood ready and willing to cooperate to the fullest extent in the administration of the law and the regulations there. We are just as anxious as yourself and the Department to keep out of this country these particular classes of aliens you speak of. Taking into consideration that there is a marked difference between the classes of passengers, we hope that the Department may still find ways and means in continuing this inspection aboard ship and not compel these passengers to go to Ellis Island. Where is the weakness of the present system?

SECRETARY: The lack of sufficient facilities, even though all the facilities are placed at our disposal, to make a thorough examination on board the vessel without interfering with the time of the vessel itself. Immigration has fallen off very materially. As a result of its falling off and the larger number of inspectors that we have in proportion to the number of aliens arriving, we have been able to make a more thorough inspection than with the larger number of arrivals. By virtue of the fact that we are able to make a more thorough inspection we are able to see more clearly the fact that numbers, and I might qualify it by saying large numbers, of aliens have been admitted in the past by reason of the laxity of inspection with insufficient facilities. With that situation developing, then it becomes clear to us that a closer inspection is

essential, not only with the immigrant classes but with the other classes as well. If we undertake to make as close an inspection of the second-class as we are making of third-class passengers, we cannot very well do it on board the vessel without interfering with the time of the vessel itself.

MR. HUNTER: If that is true, why doesn't that difficulty exist at other ports?

SECRETARY: There is no other port where the conditions are anywhere near like those at New York.

The responsibility of ultimate decision rests with me. If the reasons that I have given as the reasons that cause the action of the Department are not sound, I want to know it. No cross-examination of me will change that situation. A cross-examination of the others may change it.

MR. HUNTER: It might be well to let us have a further hearing to develop the facts. I would like the man at Ellis Island to get his views upon the subject of handling this business--what we would be up against. We would have to install first and second-class tickets. Our principal objection, we feel, is that if this order is made effective it will naturally militate against the port of New York. I want to say that if there is anything the railroads can do in assisting you in reaching a conclusion in this matter, we stand ready to do it. I thank you very much for your courtesy.

MR. BEERS: I understand you desire to have a more thorough examination of arriving aliens. That examination is made by means of

questioning aliens in order to bring about such information as can be brought about by questioning, and by a physical examination of such points as can be brought out. It is not apparent to me why that questioning and that physical examination can't be done as thoroughly on a ship or on a pier as it can at Ellis Island. We are perfectly ready to take that risk as to detention of a more thorough examination rather than have the class of people who travel second-class on our ships taken to Ellis Island.

SECRETARY: I have about come to a conclusion as to the policy which should be pursued in this case. My judgment, after what I have heard, is that I shall revoke the order that has been issued for the time being and instruct the Bureau of Immigration to consult with the various interests that are affected by the order, and endeavor to work out a plan of inspection that will give the results desired and be satisfactory to the interests involved. If you desire to make any further statement we will hear it; if not, that determination will stand.

REPRESENTATIVE, MERCHANTS' ASSOCIATION, NEW YORK: Our purpose is to endeavor to improve the conditions and welfare of New York. Having that in mind, of course we are most anxious that proper inspection shall prevail and proper enforcement of the immigration laws should be carried out. There is one aspect of this which I would like to call to your attention--what we conceive to be the ultimate effect upon the country of the operation of such an order. There are being afforded to this country unusual opportunities. The present administration, through the Department of Commerce, is exerting itself to the utmost to endeavor to

get this country into a position to take advantage of these trade opportunities. Many of the peoples with whom we are trying to attain this trade relationship are of peculiar sensibilities as to personal dignity. The second class is considered to be quite the proper class in which to travel. Any administration of the alien law should be devised so as to reduce to a minimum that effect which I have indicated. In our judgment the operation of the order would be discriminatory against New York as compared with other ports and the Canadian ports.

REPRESENTATIVE, HOTEL ASSOCIATION, NEW YORK CITY: I wish to express our thanks and appreciation of the manner in which you have considered the subject.

MR. HOWE: One thing ought to be taken up in this conference that has not been emphasized in this discussion, and that is the protection of the immigrant who has purchased ticket orders on the other side. He comes to this country second-cabin; lands in New York, Hoboken or Brooklyn; goes to a hotel; is subject to heavy expense for his baggage at the hotel; then he has to come to Ellis Island to have his ticket orders honored. This involves one or two days' loss of time and from $5. to $25. of expense. This would be obviated if the second-cabin alien having ticket orders was sent to Ellis Island at the time of the xxx inspection. He could then go west directly the same as the regular third-class aliens. This would save them time, money and worry.

MR. HARTFIELD: Referring to the remarks made by Mr. Howe: I represent the three Italian lines in the city of New York, and cases such as these are taken care of by the Italian Society.

SECRETARY: It isn't to be expected that the second-class passengers who have immigrant transportation to the interior are of the class of people who are fearful of having their feelings injured. The class of people that you have referred to who would have their feelings hurt by taking them to Ellis Island are not the class of people who have immigrant transportation to the interior of the United States. I think that is a phase of the question that might properly be taken up by the Bureau in connection with the various interests that are affected in the consideration of the entire subject matter.

The Secretary thanked the representatives for their arguments and they in turn thanked [illegible]

8-'15—20,000

The Central Railroad Company of New Jersey.

Central Building—Liberty, West and Washington Streets.

W. C. HOPE,
General Passenger Agent.

New York, January 20, 1916.

RECEIVED
BUREAU OF IMMIGRATION
JAN 21 1916

Mr. J. B. Dunsmore,

Solicitor for Department of Labor,

Washington, D. C.

Dear Sir:

I appreciate your letter of the 19th instant, advising that there will be a hearing at Ellis Island at ten o'clock, Tuesday, 25th instant, on the proposal to require second-cabin alien passengers to be conveyed to Ellis Island.

Yours truly,

WCH-W

General Passenger Agent.

Second examination

LIST OF ADDRESSEES of letter notifying of first hearing to be held by Departmental Commission to investigate subject of examination of second class alien passengers at Ellis Island, N. Y. H.

Claude N. Bennett, Esq.,
Congressional Information Bureau,
Southern Building,
Washington, D. C.

RECEIVED
BUREAU OF IMMIGRATION
JAN 20 1916

Hon. John J. Eagan, M. C.,
House of Representatives,
Washington, D. C.

Hon. Daniel J. Griffin, M. C.,
House of Representatives,
Washington, D. C.

438/15

Hon. William Hughes,
United States Senator,
Washington, D. C.

Mr. J. B. Morrell, Pres.,
The Maritime Association, Port of New York,
New York, N. Y.

Mr. John J. McGovern,
County Clerk,
Jersey City, N. J.

Mr. C. L. Hunter,
Vice-Chairman, Trunk Line Association,
143 Liberty Street,
New York, N. Y.

Mr. David Robinson,
Secretary, Broadway Association,
Hotel Martinique,
New York, N. Y.

Hon. James A. Hamill, M. C.,
House of Representatives,
Washington, D. C.

Hon. Walter M. Chandler, M. C.,
House of Representatives,
Washington, D. C.

Mr. James Ward Warner, Pres.,
New York Produce Exchange,
New York, N. Y.

Hon. P. R. Griffin,
Mayor,
Hoboken, N. J.

Mr. Harold S. Sugarman, Sec.,
The Merchants Association,
Hoboken, New Jersey.

Mr. C. Alfred Burhorn, Pres.,
Hoboken Board of Trade,
Hoboken, New Jersey.

Hon. William M. Calder,
1648 Eleventh Ave.,
Brooklyn, N. Y.

Hon. James E. Martine,
United States Senator,
Washington, D. C.

Mr. O. P. McCarty, P. T. M.,
Baltimore & Ohio R. R.,
New York, N. Y.

Mr. W. C. Hope, G. P. A.,
Central R. R. of N. J.,
New York, N. Y.

Mr. Geo. A. Cullen, P. T. M.,
D. L. & W. R. R.,
New York, N. Y.

Mr. R. H. Wallace, G. P. A.,
Erie R. R.,
New York, N. Y.

Mr. Geo. H. Lee, G. P. A.,
Lehigh Valley R. R.,
New York, N. Y.

Mr. L. F. Vosburgh, G. P. A.,
New York Central R. R.,
New York, N. Y.

Mr. J. B. Stewart, G. P. A.,
New York, Ontario & Western Ry.,
New York, N. Y.

Mr. Geo. W. Boyd, P. T. M.,
Pennsylvania R. R.,
New York, N. Y.

Mr. L. F. Vosburgh, G. P. A.,
West Shore R. R.,
New York, N. Y.

Mr. Sidney E. Morse, Secy.,
Trans-Atlantic Passenger Conferences,
17 State Street,
New York, N. Y.

Mr. David H. Knott,
Hotel Earle,
New York, N. Y.

Hotel Association of New York City,
New York, N. Y.

Mr. R. M. Hicks,
Passenger Agent,
1306 F. Street,
Washington, D. C.

438/15

REPORT of HEARING held on Monday, October 18, 1915, in the office of the Secretary of Labor, of representatives of steamship, railroad, hotel and other interests protesting against the order requiring immigrants arriving second-class to be examined at Ellis Island.

---oOo---

SECRETARY: We are desirous of securing all the facts as to why the order, which is the subject of this hearing, should not be put into effect. I suppose an informal discussion would possibly be the best means of bringing out the facts. It might be well before that to give the reasons that prompted the Department to issue the order. You will then be better able to talk to these reasons and after discussing them, tell why the order should not go into effect. We have conceived that Ellis Island was established for a two-fold purpose, the first purpose being to furnish better facilities for the examination of aliens arriving in the United States; the second reason being to interfere as little as possible with the shipping interests of the country. If examinations are made as carefully on board vessels as they are at a station like Ellis Island it would mean the detention of a vessel for a lengthy period. And in order to avoid that detention for a lengthy period Ellis Island and similar stations have been established.

It has been alleged that there are many aliens arriving as second-class passengers who are morally, mentally and physically unfit to enter the United States. If we undertake to examine these second-class passengers on board the vessels as fully as is necessary to determine the fact as to their moral, mental and physical fitness it will mean the detention of the vessels in the Roads, and in order to overcome that and

at the same time make the examination that we conceive to be necessary the order was issued that second-class passengers should be sent to Ellis Island for examination. If you can turn your statements to the point of showing us how ~~x~~ we can make a proper examination of those second-class passengers without unnecessarily detaining vessels, and without taking them to Ellis Island, we will be under many obligations to you and, whether you can or cannot show us that, we will be glad to hear any facts or any reasons that you may desire to assign as to why the second-class passengers should not be sent to Ellis Island for examination. Now, if you have made any arrangement in regard to the persons who may make statements for you, I will be glad to follow out this arrangement.

MR. BEERS (representing the Steamship Lines): I suppose ever since the Federal service has been inaugurated the preliminary examination of the first and second-cabin passengers has been made on the ships. That appears to be only the preliminary examination. I think I am right in saying that any doubtful case found in the second cabin was always sent to Ellis Island for further examination. The examination on our ships is made by the same men, or men in the same service, as those who make the examination on Ellis Island, and we believe these gentlemen can give you the particulars in that regard and will say that it has been a very careful examination. There has at least been no complaint as to the facilities for this inspection on our ships, and in many cases passengers have been examined several times and then examined again--sometimes as often as three times--and if there was a doubtful case, of course it went to Ellis

Island. So far as I understand, there has been no complaint as to facilities and the steamship lines are prepared to afford the Department all facilities on the ships, or on the piers if necessary, because all these lines have commodious piers for any kind of segregation or examination. We are meeting just at present, on account of the war, a somewhat unusual situation. You have referred, Mr. Secretary, to the people coming in who were not admissible. It is not at all surprising with the countries in Europe prohibiting emigration of men available for military service, and where they are not prohibitad from leaving no able-bodied men would leave unless they were absolutely running away from military service, that we have a situation where the physically most robust have every reason for staying in Europe. I think that you will find that any change in that regard would be due to that circumstance, which is temporary, we hope. The Department has regarded the first and second-cabin passengers as the cabin passengers, and in that respect it smothered the distinction which is made in other countries (in England) between the cabin and steerage, which is perfectly well defined. The rooms of first and second-cabin passengers are to a certain extent interchangeable so that the light is small. The food is about the same, but in other respects it is very much alike. There are some lines, for example, the French Line, which run one-cabin ships. The faster ships have been taken by the government for military purposes, so that all of the large class of people who wish to travel on the French Line must come in in that second-cabin. The average rates--I figured them for about twenty lines which are now running from Europe to the port of New York--the average rate is about $40. for the

third cabin, about $64. for the second, and about $90. for the first. I am not referring to the first-cabin on faster service ships. There is about the same difference between the steerage and the second-cabin as between second-cabin and first. There has always been maintained in this country that distinction between the cabin and the steerage. Most of the people who travel second-cabin are most self-respecting people. For one reason or other they have to study economy. Many of the very best people in every sense who come to this country come in the second-cabin. They are an entirely different class from those in the steerage. They are very sensitive about their treatment. A man in the first-cabin might consider it almost a joke to be, as he would express it, put with immigrants. A person in the second cabin would regard it as a very serious protest in his own mind. I am not criticising the service at Ellis Island in the least; I know how good it is. But the people, many of them educated people and people of excellent standing, have to study economy. To be sent to Ellis Island is a great hardship, being detained with third-cabin people. Suppose any of your friends arriving at a port in Europe, or their wives or daughters, were subjected to just such a detention as would be involved by sending a second-cabin passenger to Ellis Island.

SECRETARY: Isn't it a common practice at boundary lines in Europe that all classes of passengers are detained for examination?

MR. BEERS: Steamship examination, but no such examination and detention by taking passengers off the ship, to be herded in with immigrants. This is a matter which only affects us in the steamship business as it affects the public, and it is because it affects the public that it affects us. If any of us were subjected to such experiences at European

ports, we would not go to such a port again, and naturally our voices would reach our friends. That may be a false pride. It affects the traffic of the port of New York very decidedly. Of course it affects the steamship companies first. These lines are running vessels which were especially built. They are not as available for Canadian ports. I do not believe that the traveling public, if it could possibly avoid such a situation, would travel in the second cabin to New York. You realize how large a part of the total travel that second-cabin amounts to. I can well understand that this order promotes the convenience of the Department. I can well see that it is a matter of efficiency to have all these passengers handled at Ellis Island. It may be an element of convenience. Something more than 25 years ago the Treasury Department ordered all baggage on all incoming ships to be sent to the Barge Office, and that was done for a few weeks and that was all. It involved so much discomfort to the traveling public, it produced such an outcry against the port of New York and against that system, that it was dropped.

I think there are insuperable objections to the application of this order from the standpoint of the attitude of travelers by the second cabin. It is a hardship which this Department can perfectly well avoid, because it has avoided it ever since the service has been inaugurated. We all know it is unavoidable that orders should be made to involve hardships to individuals. Here is something which is perfectly avoidable--which has been avoided in fact--and it seems to us that it is putting a new strain upon our institutions to impose this hardship on these second-cabin passengers. In the last year before the war commenced there were about 800,000 people

coming to New York in the third cabin and there were something over 200,000 second-cabin. Only about 10% of those were citizens. Most of them would have to go to Ellis Island. This order affects the steamship companies just as it affects the port of New York and the other interests at the port of New York. If you are in doubt, Mr. Secretary, I would respectfully suggest that there are various other interests at the port who would be very glad to be heard on the subject.

CONGRESSMAN EGAN: It affects us. My district in Congress comprises a part of Jersey City. Hoboken would be very vitally affected and very unfavorably. The city of Hoboken has been harder hit by the European war than any other city in this country.

SECRETARY: Isn't it true that a great many of the vessels trading between German ports and the United States had their termini in Hoboken?

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The first-cabin passengers as a rule don't stay in Hoboken. The second-cabin passengers do. We will be in a deplorable condition if this order is put into effect. I am a business man in Hoboken. The proposed order has turned the city almost upside down. Our Chamber of Commerce, our Merchants' Association, business men and larger interests are aroused about this thing. Hoboken is just as patriotic as the rest of the country. We want the immigration laws enforced. We don't feel that we should be discriminated against as we will be if the proposed order goes into effect. I assume there is some other way for the examination of passengers. I think the interests of my city ought to be taken into account and an investigation made as to how it will affect us there. It will be seen that we have a very strong case.

MR. LANKERING (Postmaster, Hoboken): I appear here as a former mayor of Hoboken. I don't believe there is a man of Hoboken that knows the conditions better than I do--the suffering of the traffic on the steamship lines. The hotel men and a great number of other men are merely existing as a consequence of the order that was given for the transfer of passengers of the second-class. If the order should be carried out, I am certain that within a reasonable time quite a number will be closed up altogether. We have a case here of a hotel man committing suicide.

SECRETARY: Have the shipping companies any further statement to make?

MR. BEERS: At Ellis Island under normal conditions you will not be taking more than 5,000 third-cabin passengers a day. On many days you will not take more than 4,800. In addition to that number of 5,000 or 4,800 you are asking to take all the way from 1200 to 1600 or 1700

second-cabin passengers. It stands to reason that if you cannot properly examine more than 5,000 third-class, you cannot examine the second-cabin. You are putting the very delay upon the ships.

SECRETARY: If instead of making the examination on the ship we simply transfer the passengers from the ship to Ellis Island, where we have better facilities for making examinations than we have on the vessels, in what manner would it delay the vessel more, or as much as if we made the examination on board the vessel itself?

MR. BEERS: It means that you will have to keep the vessel over until the next day or possibly the second day.

SECRETARY: Your position is that it would take longer to unload the passengers and take them to Ellis Island than it would take to examine the passengers on board the vessels.

MR. BEERS: That gives you a total of 11,000 to handle. Where are you going to take the other 5,000 or 6,000? Mr. Baker states that he has frequently held up ships.

MR. BAKER: Due to the fact that the steamship companies brought large numbers of inadmissible aliens. If the steamship companies bring admissible aliens we will have no difficulty in handling as many steerage passengers and second-class passengers as well.

MR. BEERS: We cannot meet all your requirements. The only way to escape that condition would be to establish inspection on the other side. You will never be able to eliminate that feature.

SECRETARY: What we want to get at is the reason why this order should not be put into effect. Suppose there was any portion of that

number detained on primary inspection; if you will examine your second-cabin on board those who are admitted go on, those who are not are held for further inspection.

MR. HOWE: We expect to inspect the second-class passengers first.

SECRETARY: Of course you can't take the abnormal situation and apply it as a reason for a normal situation. Your difficulty is not of the present but of the future.

MR. BEERS: There is no chance to get the passengers back. No question was ever raised about the examination of the second-cabin by your predecessors. We believe that the inspection of the second-cabin on board ship was less hurried and therefore more thorough than could be done at Ellis Island if a large number passed through.

MR. JACOBSEN: You are putting a great hardship and a very great discrimination on the ships. These conditions would not exist at other ports. At San Francisco passengers are not landed at the pier, but in Baltimore and Philadelphia they are all landed at the piers--first, second and third. We are going to lose out through Canada. All passengers land at the pier in Montreal at any time of the day or night. At any European ports you can land at day or night.

MR. CAMINETTI: Why could it not be regulated to have a general average of ships land on one day?

MR. BEERS:

MR. JACOBSEN: If we could so arrange our arrivals here, it could. Some ships are faster than others.

MR. JACOBSON: I wish to say the passengers are admitted one by one with hats and gloves removed. I only wish to add that we, the

Scandinavian Line, consider the second-class the very best class. It would be a hardship to take them to Ellis Island.

SECRETARY: There has never been any complaint as to the facilities that have been offered by the various steamship companies for the examination of passengers. The question is as to whether with those facilities we can make the examination as thoroughly as it ought to be made without interfering with shipping interests.

MR. HUNTER (representing the Railroads): Mr. Secretary, speaking for the railroads, as you know, we have filed with you a telegram of our objections in a brief way to the proposed enforcement of this order, and it seems proper to state in the beginning that, in view of our large interests in the handling of passengers from the port of New York, we had no word of this at all. In other words, the order was served upon the steamship companies on first notice and we got none whatever. Mr. Beers and the representatives of the steamship lines have set out very clearly to my mind, and I hope to yours, that this second-class business is a legitimate traffic. We have in the coastwise trade, as you are aware, the same classifications with respect to the accommodation of first, second-cabin and steerage. We have handled the immigrant business at Ellis Island ever since the station was established. The second-cabin traffic is a legitimate class of traffic without regard to the Ellis Island station. I mean to say there is a certain large class of people who are not perhaps in the best circumstances in the world yet who are in the medium circumstances, and they naturally seek the intermediate class of accommodations. We feel that it would be, on a very large

number of these people arriving from Europe in the second-class, a distinct hardship if they were taken to Ellis Island for inspection.

SECRETARY: The number of mentally defective is apt to be lower in second than in third-class, or in first possibly than in second; the physically defective may also be lower, and the morally defective may also be lower. The problem with us is how to segregate those who are morally, mentally and physically defective from the others who are traveling and who are admissible to the United States, and how to do it with the least possible interference with commerce.

MR. HUNTER: The question is whether ways and means may be devised to make this examination aboard ships instead of having these passengers go to Ellis Island. The steamship representatives have tried to convince you that under existing conditions that examination is being made, so far as they know, without any difficulty. With respect to handling immigrants at Ellis Island we have encountered a great deal of difficulty in heavy seasons. It is the abnormal conditions that we have to confront. We frequently have in busy seasons to handle as many as 4,000 or 5,000 immigrants a day. When that station was established we never contemplated that we would be called upon to handle any but immigrant passengers there. The natural thing would be to expect us, the railroads, to book them. I can't conceive why there wouldn't be more delay in sending the second-class passengers to Ellis Island than to examine on board ship and discharge at the dock. If that sort of regulation were put into effect at New York and second-class passengers were compelled to go to Ellis Island for inspection, it would naturally

militate against the port of New York because of the fact that at these other ports examinations are made at the docks, and particularly in Canada. I think the gentlemen representing the affairs at Ellis Island will bear me out in the statement that so far as the trunk lines are concerned we have always stood ready and willing to cooperate to the fullest extent in the administration of the law and the regulations there. We are just as anxious as yourself and the Department to keep out of this country these particular classes of aliens you speak of. Taking into consideration that there is a marked difference between the classes of passengers, we hope that the Department may still find ways and means in continuing this inspection aboard ship and not compel these passengers to go to Ellis Island. Where is the weakness of the present system?

SECRETARY: The lack of sufficient facilities, even though all the facilities are placed at our disposal, to make a thorough examination on board the vessel without interfering with the time of the vessel itself. Immigration has fallen off very materially. As a result of its falling off and the larger number of inspectors that we have in proportion to the number of aliens arriving, we have been able to make a more thorough inspection than with the larger number of arrivals. By virtue of the fact that we are able to make a more thorough inspection we are able to see more clearly the fact that numbers, and I might qualify it by saying large numbers, of aliens have been admitted in the past by reason of the laxity of inspection with insufficient facilities. With that situation developing, then it becomes clear to us that a closer inspection is

essential, not only with the immigrant classes but with the other classes as well. If we undertake to make as close an inspection of the second-class as we are making of third-class passengers, we cannot very well do it on board the vessel without interfering with the time of the vessel itself.

MR. HUNTER: If that is true, why doesn't that difficulty exist at other ports?

SECRETARY: There is no other port where the conditions are anywhere near like those at New York.

The responsibility of ultimate decision rests with me. If the reasons that I have given as the reasons that cause the action of the Department are not sound, I want to know it. No cross-examination of me will change that situation. A cross-examination of the others may change it.

MR. HUNTER: It might be well to let us have a further hearing to develop the facts. I would like the man at Ellis Island to get his views upon the subject of handling this business--what we would be up against. We would have to install first and second-class tickets. Our principal objection, we feel, is that if this order is made effective it will naturally militate against the port of New York. I want to say that if there is anything the railroads can do in assisting you in reaching a conclusion in this matter, we stand ready to do it. I thank you very much for your courtesy.

MR. BEERS: I understand you desire to have a more thorough examination of arriving aliens. That examination is made by means of

questioning aliens in order to bring about such information as can be brought about by questioning, and by a physical examination of such points as can be brought out. It is not apparent to me why that questioning and that physical examination can't be done as thoroughly on a ship or on a pier as it can at Ellis Island. We are perfectly ready to take that risk as to detention of a more thorough examination rather than have the class of people who travel second-class on our ships taken to Ellis Island.

SECRETARY: I have about come to a conclusion as to the policy which should be pursued in this case. My judgment, after what I have heard, is that I shall revoke the order that has been issued for the time being and instruct the Bureau of Immigration to consult with the various interests that are affected by the order, and endeavor to work out a plan of inspection that will give the results desired and be satisfactory to the interests involved. If you desire to make any further statement we will hear it; if not, that determination will stand.

REPRESENTATIVE, MERCHANTS' ASSOCIATION, NEW YORK: Our purpose is to endeavor to improve the conditions and welfare of New York. Having that in mind, of course we are most anxious that proper inspection shall prevail and proper enforcement of the immigration laws should be carried out. There is one aspect of this which I would like to call to your attention--what we conceive to be the ultimate effect upon the country of the operation of such an order. There are being afforded to this country unusual opportunities. The present administration, through the Department of Commerce, is exerting itself to the utmost to endeavor to

get this country into a position to take advantage of these trade opportunities. Many of the peoples with whom we are trying to attain this trade relationship are of peculiar sensibilities as to personal dignity. The second class is considered to be quite the proper class in which to travel. Any administration of the alien law should be devised so as to reduce to a minimum that effect which I have indicated. In our judgment the operation of the order would be discriminatory against New York as compared with other ports and the Canadian ports.

REPRESENTATIVE, HOTEL ASSOCIATION, NEW YORK CITY: I wish to express our thanks and appreciation of the manner in which you have considered the subject.

MR. HOWE: One thing ought to be taken up in this conference that has not been emphasized in this discussion, and that is the protection of the immigrant who has purchased ticket orders on the other side. He comes to this country second-cabin; lands in New York, Hoboken or Brooklyn; goes to a hotel; is subject to heavy expense for his baggage at the hotel; then he has to come to Ellis Island to have his ticket orders honored. This involves one or two days' loss of time and from $5. to $25. of expense. This would be obviated if the second-cabin alien having ticket orders was sent to Ellis Island at the time of the xix inspection. He could then go west directly the same as the regular third-class aliens. This would save them time, money and worry.

MR. HARTFIELD: Referring to the remarks made by Mr. Howe: I represent the three Italian lines in the city of New York, and cases such as these are taken care of by the Italian Society.

SECRETARY: It isn't to be expected that the second-class passengers who have immigrant transportation to the interior are of the class of people who are fearful of having their feelings injured. The class of people that you have referred to who would have their feelings hurt by taking them to Ellis Island are not the class of people who have immigrant transportation to the interior of the United States. I think that is a phase of the question that might properly be taken up by the Bureau in connection with the various interests that are affected in the consideration of the entire subject matter.

The Secretary thanked the representatives for their arguments and they in turn thanked him.

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We are desirous of securing all the facts as to why the order, which is the subject of this hearing, should not be put into effect. I suppose an informal discussion would possibly be the best means of bringing out the facts. It might be well before that to give the reasons that prompted the Department to issue the order. You will then be better able to talk to these reasons and after discussing the ~~reasons~~ tell why the order should not go into effect. We have conceived that Ellis Island was established for a two-fold purpose, the first purpose being to furnish better facilities for the examination of aliens arriving in the United States; the second reason being to interfere as little as possible with the shipping interests of the country. If examinations are made as carefully on board vessels as they are at a station like Ellis Island it would mean the detention of a vessel for a lengthy period. And in order to avoid that detention for a lengthy period Ellis Island and similar stations have beeb established

It has been alleged that there are many aliens arriving as second class passengers who are morally, mentally and physically unfit to enter the United States. If we undertake to examine these second class passengers on board the vessels as fully as is necessary to determine the fact as to their moral, mental and physical fitness it will mean the detention of the vessels in the Roads, and in order to overcome that and at the same time make the examination that we conceive to be necessary the order was issued that second class passengers should be sent to Ellis Island for examination. If you can turn your statements to the point of showing us how we can make a proper examination of those second

class passengers without unnecessarily detaining vessels, and without taking them to Ellis Island, we will be under many obligations to you and whether you can or cannot show us that we will be glad to hear any facts or any reasons that you may desire to assign as to why the second class passengers should not be sent to Ellis Island for examination. Now, if you have made any arrangement in regard to the persons who may may make statements for you I will be glad to follow out this arrangement.

SECRETARY: The order was issued that second-class passengers should be sent to Ellis Island for examination. If you can turn in your statements to the point of showing us how we can make a proper examination of those second-class passengers without unnecessarily detaining vessels and without taking them to Ellis Island, we will be under many obligations to you and, whether you can show us that or cannot, will be glad to hear any views or reasons that you may desire to assign as to why the second-class passengers should not be sent to Ellis Island for examination. And now, if you have made any arrangements with regard to the persons who should make statements for you, I will be glad to follow out those arrangements.

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is made by the same man or men in the same service as those who make the examination on Ellis Island, and we believe these gentlemen can give you the particulars in that regard and will say that it has been a very careful examination. There has at least been no complaint as to the facilities for this inspection on our ships, and in many cases passengers have been examined several times and then examined again--sometimes as often as three times--and if there ~~is~~ was a doubtful case, of course it went to Ellis Island. So far as I understand there has been no complaint as to facilities and the steamship lines are prepared to afford the Department all facilities on the ships or on the piers if necessary, because all these lines have commodious piers for any kind of segregation or examination. We are meeting just at present, on account of the war, a somewhat unusual situation. You have referred, Mr. Secretary, to the people coming in who were not admissible. It is not at all surprising with the countries in Europe prohibiting ~~im~~emigration of men available for military service, and where they are not prohibited from leaving no able-bodied men would leave unless they were absolutely running away from military service,

that we have a situation where the physically most robust have every reason for staying in Europe, (and it is not at all surprising that under those circumstances those who do actually travel)

I think that you will find that any change in that regard (in the effects) would be due to that circumstance, which is temporary, we hope. The Department has regarded the first and second-cabin passengers as the cabin passengers, and in that respect it smothered the distinction which is made in other countries (in England) between the cabin and steerage, which is perfectly well defined. The rooms of first and second-cabin passengers are to a certain extent interchangeable so that the light is small. The food is about the same, but in other respects it is very much alike. There are some lines, for example, the French Line, which run one-cabin ships. The faster ships have been taken by the government for military purposes, so that all of the large class of people who wish to travel on the French Line must come in in that second cabin. The average rates--I figured them for about twenty lines which

are now running from Europe to the port of New York--the average rate is about $40. for the third cabin, about $64.for the second, and about $90. for the first. I am not referring to the first-cabin or service ships. There is about the same difference between the steerage and the second-cabin as between second-cabin and first. There has always been maintained in this country that distinction between the cabin and the steerage. (Because a second-cabin passenger pays $25. less than the first-cabin passenger it does not follow)

Most of the people who travel second-cabin are most self-respecting people. For one reason or other they have to study economy. Many of the very best people in every sense who come to this country come in the second cabin. They are an entirely different class from those in the steerage. They are very sensitive about their treatment. A man in the first cabin might consider it almost a joke to be, as he would express it, put with immigrants. A person in the second cabin would regard it as a very serious protest in his own mind. I am not criticising the service at Ellis Island in the least; I know how good it is. But the people,

many of them educated people and people of excellent standing, have to study economy. To be sent to Ellis Island is a great hardship, being detained with third-cabin people. (I think, Mr. Secretary, that we ought for a moment)

Suppose any of your friends arriving at a port in Europe, or their wives or daughters, were subjected to just such a detention as would be involved by sending a second-cabin passenger to Ellis Island.

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SECRETARY: Your position is that it would take longer to

unload the passengers and take them to Ellis Island than it would take to examine the passengers on board the vessels.

MR. BEERS: That gives you a total of 11,000 ~~pa~~ to handle. Where are you going to take the other 5,000 or 6,000? Mr. Baker states that he has frequently held up ships.

MR. BAKER: Due to the fact that the steamship companies brought large numbers of inadmissible aliens. If the steamship companies bring admissible aliens we will have no difficulty in handling as many steerage passengers and second-class passengers as well.

MR. BEERS: We cannot meet all your requirements. The only way to escape that condition would be to establish inspection on the other side. You will never be able to eliminate ~~thix~~ that feature.

SECRETARY: What we want to get at is the reason why this order should not be put into effect. Suppose there was any portion of that number detained on primary inspection; if you will examine your second-cabin on board those who are admitted go on, those who are not are held for further inspection.

MR.HOWE: We expect to inspect the second-class passengers first.

SECRETARY: Of course you can't take the abnormal situation and apply it as a reason for a normal situation. Your difficulty is not of the present but of the future.

MR. BEERS: There is no chance to get the passengers back. No question was ever raised about the examination of the second-cabin by your predecessors. We believe that the inspection of the second-cabin on board ship was less hurried and therefore more thorough than could be done at Ellis Island if a large number passed through.

MR. JACOBSON: (I think if an inspection could be made of those who are sent to Ellis Island, you will find that 75% of those coming to)

You are putting a great hardship and a very great discrimination on the ships. These conditions would not exist at other ports. At San Francisco passengers are not landed at the pier, but in Baltimore and Philadelphia they are all landed at the piers--first, second and third. We are going to lose out through Canada. All passengers land at the pier in Montreal

at any time of the day or night. At any European ports you can land at day or night.

MR. CAMINETTI: Why could it not be regulated to have a general average of ships land on one day?

STEAMSHIP MAN: If we could so arrange our arrivals here, it could. Some ships are faster than others.

MR. JACOBSEN: I wish to say the passengers are admitted one by one with hats and gloves removed. I only wish to add that we, the Scandinavian Line, consider the second-class the very best class. It would be a hardship to take them to Ellis Island.

SECRETARY: There has never been any complaint as to the facilities that have been offered by the various steamship companies for the examination of passengers. The question is as to whether with those facilities we can make the examination as thoroughly as it ought to be made without interfering with ship interests.

MR. HUNTER:
(RAILROAD MAN) Mr. Secretary, speaking for the railroads, as you know, we have filed with you a telegram of our objections in a brief

way to the proposed enforcement of this order, and it seems proper to state in the beginning that, in view of our large interests in the handling of passengers from the port of New York, we had no word of this at all. In other words, the order was served upon the steamship companies on first notice and we got none whatever. Mr. Beers and the representatives of the steamship lines have set out very clearly to my mind, and I hope to yours, that this second-class business is a legitimate traffic. We have in the coastwise trade, as you are aware, the same classifications with respect to the accommodation of first, second-cabin and steerage. We have handled the immigrant business at Ellis Island ever since the station was established. The second-cabin traffic is a legitimate class of traffic without regard to the Ellis Island station. I mean to say there is a certain large class of people who are not perhaps in the best circumstances in the world yet who are in the medium circumstances, and they naturally seek the intermediate class of accommodations. We feel that it would be, on a very large number of these people arriving from Europe in the second-class, a distinct hardship if they were taken

to Ellis Island for inspection.

SECRETARY: The number of mentally defectives is apt to be lower in second than in third-class, or in first possibly than in second; the physically defective may also be lower, and the morally defective may also be lower. The problem with us is how to segregate those who are morally, mentally and physically defective from the others who are traveling and who are admissible to the United States, and how to do it with the least possible interference with commerce.

MR. HUNTER:
(RAILROAD MAN) The question is whether ways and means may be devised to make this examination aboard ships instead of having these passengers go to Ellis Island. The steamship representatives have tried to convince you that under existing conditions that examination is being made, so far as they know, without any difficulty. With respect to handling immigrants at Ellis Island we have encountered a great deal of difficulty in heavy seasons. It is the abnormal conditions that we have to confront. We frequently have in busy seasons to handle as many as 4,000 or 5,000 immigrants a day. When that station was estab-

lished we never contemplated that we would be called upon to handle any but immigrant passengers there. The natural thing would be to expect us, the railroads, to book them. I can't conceive why there wouldn't be more delay in sending the second-class passengers to Ellis Island than to examine on board ship and discharge at the dock. If that sort of regulation were put into effect at New York and second-class passengers were compelled to go to Ellis Island for inspection, it would naturally militate against the port of New York because of the fact that at these other ports examinations are made at the docks, and particularly in Canada. I think the gentleman representing the affairs at Ellis Island will bear me out in the statement that so far as the trunk lines are concerned we have always stood ready and willing to cooperate to the fullest extent in the administration of the law and the regulations there. We are just as anxious as yourself and the Department to keep out of this country these particular classes of aliens you speak of. Taking into consideration that there is a marked difference between the classes of passengers, we hope that the Department may still find ways

and means in continuing this inspection aboard ship and not compel these passengers to go to Ellis Island. Where is the weakness of the present system?

SECRETARY: The lack of sufficient facilities, even though all the facilities are placed at our disposal, to make a thorough examination on board the vessel without interfering with the time of the vessel itself. Immigration has fallen off very materially. As a result of its falling off and the larger number of inspectors that we have in proportion to the number of aliens arriving, we have been able to make a more thorough inspection than with the larger number of arrivals. By virtue of the fact that we are able to make a more thorough inspection we are able to see more clearly the fact that numbers, and I might qualify it by saying large numbers, of aliens have been admitted in the past, by reason of the laxity of inspection with insufficient facilities. With that situation developing, then it becomes clear to us that a closer inspection is essential, not only with the immigrant classes but with the other classes as well. If we undertake to make as close an inspection

of the second-class as we are making of third-class passengers, we cannot very well do it on board the vessel without interfering with the time of the vessel itself.

MR. HUNTER:
(RAILROAD MAN) If that is true, why doesn't that difficulty exist at other ports?

SECRETARY: There is no other port where the conditions are anywhere near like those at New York.

The responsibility of ultimate decision rests with me. If the reasons that I have given as the reasons that cause the action of the Department are not sound, I want to know. No cross-examination of me will change that situation. A cross-examination of the others may change it.

MR. HUNTER: It might be well to let us have a further hearing to develop the facts. I would like the man at Ellis Island to get his views upon the subject of handling this business-what we would be up against. We would have to install first and second-class tickets. Our principal objection, we feel, is that if this order is made effective

it will naturally militate against the port of New York. I want to say that if there is anything the railroads can do in assisting you in reaching a conclusion in this matter, we stand ready to do it. I thank you very much for your courtesy.

MR. BEERS: I understand you desire to have a more thorough examination of arriving aliens. That examination is made by means of questioning aliens in order to bring about such information as can be brought about by questioning, and by a physical examination of such points as can be brought out. It is not apparent to me why that questioning and that physical examination can't be done as thoroughly on a ship or on a pier as it can at Ellis Island. We are perfectly ready to take that risk as to detention of a more thorough examination rather than have the class of people who travel second-class on our ships taken to Ellis Island.

SECRETARY: I have about come to a conclusion as to the policy which should be pursued in this case. My judgment, after what I have heard, is that I shall revoke the order that has been issued for the

time being and instruct the Bureau of Immigration to consult with the various interests that are affected by the order, and endeavor to work out a plan of inspection that will give the results desired and be satisfactory to the interests involved. If you desire to make any further statement we will hear it; if not, that determination will stand.

REPRESENTATIVE, MERCHANTS' ASSOCIATION, NEW YORK: Our purpose is to endeavor to improve the conditions and welfare of New York. Having that in mind, of course we are most anxious that proper inspection shall prevail and proper enforcement of the immigration laws should be carried out. There is one aspect of this which I would like to call to your attention, - what we conceive to be the ultimate effect upon the country of the operation of such an order. There are being afforded to this country unusual opportunities. The present administration, through the Department of Commerce, is exerting itself to the utmost to endeavor to get this country into a position to take advantage of these trade opportunities. Many of the peoples with whom we are trying to attain this

trade relationship are of peculiar sensibilities as to personal dignity. The second class is considered to be quite the proper class in which to travel. Any administration of the alien law should be devised so as to reduce ~~this~~ to a minimum that effect which I have indicated. In our judgment the operation of the order would be discriminatory against New York as compared with other ports and the Canadian ports.

REPRESENTATIVE, HOTEL Association, NEW YORK CITY: I wish to express our thanks and appreciation of the manner in which you have considered the subject.

MR. HOWE: One thing ought to be taken up in this conference that has not been emphasized in this discussion, and that is the protection of the immigrant who has purchased ticket orders on the other side. He comes to this country second-cabin; lands in New York, Hoboken or Brooklyn; goes to a hotel; is subject to heavy expense for his baggage at the hotel; then he has to come to Ellis Island to have his ticket orders honored. This involves one or two days' loss of time and from $5. to $25. of expense. This would be obviated if the second-cabin

alien having ticket orders was sent to Ellis Island at the time of the inspection. He could then go west directly the same as the regular third-class aliens. This would save them time, money and worry.

MR. HARTFIELD: Referring to the remarks made by Mr. Howe: I represent the three Italian lines in the city of New York, and cases such as these are taken care of by the Italian Society.

SECRETARY: It isn't to be expected that the second-class passengers who have immigrant transportation to the interior are of the class of people who are fearful of having their feelings injured. The class of people that you have referred to who would have their feelings hurt by taking them to Ellis Island are not the class of people who have immigrant transportation to the interior of the United States. I think that is a phase of the question that might properly be taken up by the Bureau in connection with the various interests that are affected in the consideration of the entire subject matter.

The Secretary thanked the representatives for their arguments and they in turn thanked him.

53438/15 January 21, 1916.

Lucius H. Beers, Esq.,
of Lord, Day & Lord,
Attorneys at Law,
Atlantic Building,
New York, N. Y.

My dear Mr. Beers:

I beg to acknowledge the receipt of your telegram of the 19th instant in which you request that the public hearing on the second cabin passenger examination matter be deferred at least a week.

I regret that it is not practicable to grant your request in this matter. The arrangements for the conducting of the investigation and hearings have all been completed, and a large number of parties interested in the matter have been notified of the date fixed upon.

I assure you, however, that the Commission will hear you at a later date and meantime will furnish you with a copy of the transcript covering the hearings conducted in accordance with the plans already perfected.

Respectfully,

EXACT COPY AS SIGNED BY J. B. DENIGHORS
MAILED 1/21 BY R.

Solicitor for Department of Labor.
Chairman, Departmental Commission.

AWP/AES

Immigration:

Advise that impossible now to change date; will hear him later. Also will furnish him with copy of hearing.

JBS

Lord Day & Lord
Atlantic Bldg
49 Wall St.

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

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BUREAU OF IMMIGRATION 18 JAN 19 PM 6 11

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HON JOHN B DENSMORE 1462

SOLICITOR DEPARTMENT OF LABOR WASHINGTON DC

AM JUST INFORMED THAT A HEARING OF YOUR COMMISSION IN THE MATTER OF THE EXAMINATION OF SECOND CABIN PASSENGERS HAS BEEN APPOINTED AT ELLIS ISLAND FOR TUESDAY JANUARY TWENTY FIFTH BEING COUNSEL FOR THE STEAMSHIP LINES IN THIS MATTER THE LINES STRONGLY DESIRE ME TO BE PRESENT AT THE HEARING BUT PREVIOUS ARRANGEMENTS WHICH I CANNOT NOW ALTER WILL TAKE ME AWAY FROM NEWYORK ALL OF NEXT WEEK I RESPECTFULLY URGE THAT THE HEARING BE POSTPONED AT LEAST TO THE FOLLOWING WEEK

LUCIUS H BEERS 6PM

53438/15 January 19, 1916.

My dear Mr. Tumulty:

Referring to your note of October 18th, last, with which you forwarded a telegram received from Hon. P. R. Griffin, Mayor of Hoboken, regarding the proposal to conduct the examination of second class alien passengers at Ellis Island, New York Harbor, instead of on board arriving vessels, and referring also to the letter of the Secretary of Labor to you of same date, I beg to state that Mr. Griffin has this day been advised that the first hearing of the Departmental Commission for the investigation of said subject will be had at Ellis Island at ten a.m., Tuesday, the 25th instant.

Respectfully yours,

EXACT COPY AS SIGNED BY J. B. DENSMORE

Solicitor for Department of Labor.
Chairman, Departmental Commission.

Hon. Joseph P. Tumulty,
Secretary to the President.

AWP/AES

53438/15 January 19, 1916.

The Honorable,

The Secretary of State.

S i r :

Referring to your letter (150.05/24) of October 21st, last, with which you transmitted a note from the Norwegian Minister regarding the proposal to conduct the examination of second class alien passengers at Ellis Island, New York Harbor, instead of on board arriving vessels, I beg to state that the Commission appointed by the Secretary of Labor to investigate and conduct hearings regarding the said subject will have its first public hearing at Ellis Island, New York Harbor, at ten oclock, a.m., Tuesday, the 25th instant.

Respectfully,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MAILED 1/19 BY R.

Solicitor for Department of Labor.
Chairman, Departmental Commission.

AWP/AES

53438/15 January 19, 1916.

Hon. Paul O. Husting,
United States Senate,
Washington, D. C.

My dear Senator:

Referring to your letter of October 27th, last, indicating that you had received protests from certain parties in your district regarding the proposal to conduct the examination of second class alien passengers at Ellis Island, New York Harbor, instead of on board arriving vessels, I beg to state that the Commission appointed by the Secretary of Labor to investigate and conduct hearings regarding the said subject will have its first public hearing at Ellis Island, New York Harbor, at ten oclock, a.m., Tuesday, the 25th instant.

Respectfully yours,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MODEL 1/19 BY

Solicitor for the Department of Labor.
Chairman, Departmental Commission.

AWP/AES

53438/15 January 19, 1916.

Hon. Asle J. Gronna,
United States Senate,
Washington, D. C.

My dear Senator:

Referring to your letter of October 21st, last, indicating that you had received protests from certain parties in your district regarding the proposal to conduct the examination of second class alien passengers at Ellis Island, New York Harbor, instead of on board arriving vessels, I beg to state that the Commission appointed by the Secretary of Labor to investigate and conduct hearings regarding the said subject will have its first public hearing at Ellis Island, New York Harbor, at ten oclock a.m., Tuesday, the 25th instant.

Respectfully yours,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MAILED 1/19 BY

Solicitor for Department of Labor.
Chairman, Departmental Commission.

AWP/AES

53438/15 January 19, 1916.

Hon. Thomas F. Konop, M. C.,
House of Representatives,
Washington, D. C.

My dear Congressman:

Referring to your letter of October 21st, last, indicating that ypu had received protests from certain parties in your district regarding the proposal to conduct the examination of second class alien passengers at Ellis Island, New York Harbor, instead of on board arriving vessels, I beg to state that the Commission appointed by the Secretary of Labor to investigate and conduct hearings regarding the said subject will have its first public hearing at Ellis Island, New York Harbor, at ten oclock a.m., Tuesday, the 25th instant.

Respectfully yours,

EXACT COPY AS SIGNED BY J. B. DENSMORE

Solicitor for Department of Labor.
Chairman, Departmental Commission.

AWP/AES

53438/15 January 19, 1916.

Hon. M. K. Reilly, M. C.,
House of Representatives,
Washington, D. C.

My dear Congressman:

Referring to your letter of October 23rd, last, indicating that you had received protests from certain parties in your district regarding the proposal to conduct the examination of second class alien passengers at Ellis Island, New York Harbor, instead of on board arriving vessels, I beg to state that the Commission appointed by the Secretary of Labor to investigate and conduct hearings regarding the said subject will have its first public hearing at Ellis Island, New York Harbor, at ten oclock a.m., Tuesday, the 25th instant.

Respectfully yours,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MAILED 1/19/16 BY

Solicitor for Department of Labor.
Chairman, Departmental Commission.

AWP/AES

53438/15 January 19, 1916.

Ezra K. Sprague, M.D.,
Surgeon, Public Health Service,
(Member of Commission),
Ellis Island, N. Y. H.

My dear Mr. Sprague:

Referring to previous correspondence with regard to the proposal that an order be issued by the Secretary of Labor requiring that second cabin alien passengers brought to the port of New York must be conveyed to the Ellis Island immigrant station for examination, instead of being inspected on board vessels, I beg to advise you that the Commission appointed by the Secretary to investigate and conduct hearings with respect to said matter will convene at Ellis Island, New York Harbor, at ten oclock a.m., Tuesday, the 25th instant.

Respectfully,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MAILED 1/19 BY

Solicitor for Department of Labor.
Chairman, Departmental Commission.

AWP/AES

P.S. The Commission will meet in executive session at ten a.m., Monday morning. The above notice is the general one being sent to parties who have heretofore indicated a desire to attend the public hearings.

53438/15 January 19, 1916.

Hon. Frederick C. Howe,
Commissioner of Immigration,
(Member of Commission),
Ellis Island, N. Y. H.

My dear Mr. Howe:

Referring to previous correspondence with regard to the proposal that an order be issued by the Secretary of Labor requiring that second cabin alien passengers brought to the port of New York must be conveyed to the Ellis Island immigrant station for examination, instead of being inspected on board vessels, I beg to advise you that the Commission appointed by the Secretary to investigate and conduct hearings with respect to said matter will convene at Ellis Island, New York Harbor, at ten oclock a.m., Tuesday, the 25th instant.

Respectfully,

EXACT COPY AS SIGNED BY J. B. DENSMORE
MAILED 1/19 BY R

Solicitor for Department of Labor.
Chairman, Departmental Commission.

AWP/AES

P.S. The Commission will meet in executive session at ten a.m., Monday morning. The above notice is the general one being sent to parties who have heretofore indicated a desire to attend the public hearings.

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DEPARTMENT OF LABOR
OFFICE OF THE SECRETARY
WASHINGTON

November 20, 1915.

RECEIVED
BUREAU OF IMMIGRATION
NOV 20 1915

asst. Comm. Genl.
Hamptom.

11/29
Bill
Asst. C.

your verbal request
copy of report of hear-
18, 1915, in the
Labor of representa-
d, hotel and other
t the order requiring
class to be examined

lly yours,
COPY AS SIGNED BY EDW. S. McGRAW.
11/20 BY E.J.M.
Confidential Clerk.

RECEIVED
BUREAU OF IMMIGRATION
NOV 20 1915

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438
15

November 20, 1915.

RECEIVED
BUREAU OF IMMIGRATION
NOV 20 1915

My dear Congressman:

In compliance with your verbal request we are herewith enclosing copy of report of hearing held on Monday, October 18, 1915, in the office of the Secretary of Labor of representatives of steamship, railroad, hotel and other interests, protesting against the order requiring immigrants arriving second class to be examined at Ellis Island.

Respectfully yours,
EXACT COPY AS SIGNED BY EDW. S. McGRAW.
MAILED 11/20 BY E.S.M.
Confidential Clerk.

Hon. John J. Eagan,
House of Representatives,
Washington, D. C.

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November 20, 1915.

Dear Mr. Bennett:

Yours of the 17th instant enclosing copy of the Secretary's opening remarks at the recent hearing in re examination of second-class passengers was received in due course, for which we are very thankful.

I am sending you herewith a copy of report of said hearing.

Very truly yours,

EXACT COPY AS SIGNED BY EDW. S. McGRAW,
MAILED 11/20 BY E.S.M.
Confidential Clerk.

Mr. Claude Bennett,
Congressional Information Bureau,
Southern Building,
Washington.

CONGRESSIONAL INFORMATION BUREAU.

SOUTHERN BUILDING.

CLAUDE N. BENNETT,
MANAGER.
H. T. GRAVES,
SECRETARY.

JOSEPH W. NICHOL,
LAW DEPARTMENT.

CABLE ADDRESS: BENGRAVE
TELEPHONE, MAIN 300.

WASHINGTON, D. C., November 17, 1915.



Mr. Edward McGraw,
Office of the Secretary,
Department of Labor, City.

Dear Mr. McGraw:

I enclose copy of the Secretary's remarks at the recent hearing in re examination of second class passengers, so far as our stenographer took them down. I send you this for such use as you choose to make of it with the idea that the first part of the remarks may help to complete the record as taken down by your stenographer. We were not trying to get the proceedings verbatim but just to keep up with the substance of them. It happened that the Secretary's opening remarks were so interesting that they were taken down in full, or nearly so.

Very truly yours,

Claude Bennett

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4138/15

REPORT of HEARING held on Monday, October 18, 1915, in the office of the Secretary of Labor, of representatives of steamship, railroad, hotel and other interests protesting against the order requiring immigrants arriving second-class to be examined at Ellis Island.

---oOo---

SECRETARY: We are desirous of securing all the facts as to why the order, which is the subject of this hearing, should not be put into effect. I suppose an informal discussion would possibly be the best means of bringing out the facts. It might be well before that to give the reasons that prompted the Department to issue the order. You will then be better able to talk to these reasons and after discussing them, tell why the order should not go into effect. We have conceived that Ellis Island was established for a two-fold purpose, the first purpose being to furnish better facilities for the examination of aliens arriving in the United States; the second reason being to interfere as little as possible with the shipping interests of the country. If examinations are made as carefully on board vessels as they are at a station like Ellis Island it would mean the detention of a vessel for a lengthy period. And in order to avoid that detention for a lengthy period Ellis Island and similar stations have been established.

11/29 Bill Am. P.

It has been alleged that there are many aliens arriving as second-class passengers who are morally, mentally and physically unfit to enter the United States. If we undertake to examine these second-class passengers on board the vessels as fully as is necessary to determine the fact as to their moral, mental and physical fitness it will mean the detention of the vessels in the Roads, and in order to overcome that and

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at the same time make the examination that we conceive to be necessary the order was issued that second-class passengers should be sent to Ellis Island for examination. If you can turn your statements to the point of showing us how ~~x~~ we can make a proper examination of those second-class passengers without unnecessarily detaining vessels, and without taking them to Ellis Island, we will be under many obligations to you and, whether you can or cannot show us that, we will be glad to hear any facts or any reasons that you may desire to assign as to why the second-class passengers should not be sent to Ellis Island for examination. Now, if you have made any arrangement in regard to the persons who may make statements for you, I will be glad to follow out this arrangement.

MR. BEERS (representing the Steamship Lines): I suppose ever since the Federal service has been inaugurated the preliminary examination of the first and second-cabin passengers has been made on the ships. That appears to be only the preliminary examination. I think I am right in saying that any doubtful case found in the second cabin was always sent to Ellis Island for further examination. The examination on our ships is made by the same men, or men in the same service, as those who make the examination on Ellis Island, and we believe these gentlemen can give you the particulars in that regard and will say that it has been a very careful examination. There has at least been no complaint as to the facilities for this inspection on our ships, and in many cases passengers have been examined several times and then examined again--sometimes as often as three times--and if there was a doubtful case, of course it went to Ellis

Island. So far as I understand, there has been no complaint as to facilities and the steamship lines are prepared to afford the Department all facilities on the ships, or on the piers if necessary, because all these lines have commodious piers for any kind of segregation or examination. We are meeting just at present, on account of the war, a somewhat unusual situation. You have referred, Mr. Secretary, to the people coming in who were not admissible. It is not at all surprising with the countries in Europe prohibiting emigration of men available for military service, and where they are not prohibited from leaving no able-bodied men would leave unless they were absolutely running away from military service, that we have a situation where the physically most robust have every reason for staying in Europe. I think that you will find that any change in that regard would be due to that circumstance, which is temporary, we hope. The Department has regarded the first and second-cabin passengers as the cabin passengers, and in that respect it smothered the distinction which is made in other countries (in England) between the cabin and steerage, which is perfectly well defined. The rooms of first and second-cabin passengers are to a certain extent interchangeable so that the light is small. The food is about the same, but in other respects it is very much alike. There are some lines, for example, the French Line, which run one-cabin ships. The faster ships have been taken by the government for military purposes, so that all of the large class of people who wish to travel on the French Line must come in in that second-cabin. The average rates--I figured them for about twenty lines which are now running from Europe to the port of New York--the average rate is about $40. for the

third cabin, about $64. for the second, and about $90. for the first. I am not referring to the first-cabin on faster ships. There is about the same difference between the steerage and the second-cabin as between second-cabin and first. There has always been maintained in this country that distinction between the cabin and the steerage. Most of the people who travel second-cabin are most self-respecting people. For one reason or other they have to study economy. Many of the very best people in every sense who come to this country come in the second-cabin. They are an entirely different class from those in the steerage. They are very sensitive about their treatment. A man in the first-cabin might consider it almost a joke to be, as he would express it, put with immigrants. A person in the second cabin would regard it as a very serious protest in his own mind. I am not criticising the service at Ellis Island in the least; I know how good it is. But the people, many of them educated people and people of excellent standing, have to study economy. To be sent to Ellis Island is a great hardship, being detained with third-cabin people. Suppose any of your friends arriving at a port in Europe, or their wives or daughters, were subjected to just such a detention as would be involved by sending a second-cabin passenger to Ellis Island.

SECRETARY: Isn't it a common practice at boundary lines in Europe that all classes of passengers are detained for examination?

MR. EKERS: Steamship examination, but no such examination and detention by taking passengers off the ship, to be herded in with immigrants. This is a matter which only affects us in the steamship business as it affects the public, and it is because it affects the public that it affects us. If any of us were subjected to such experiences at European

ports, we would not go to such a port again, and naturally our voices would reach our friends. That may be a false pride. It affects the traffic of the port of New York very decidedly. Of course it affects the steamship companies first. These lines are running vessels which were especially built. They are not as available for Canadian ports. I do not believe that the traveling public, if it could possibly avoid such a situation, would travel in the second cabin to New York. You realize how large a part of the total travel that second-cabin amounts to. I can well understand that this order promotes the convenience of the Department. I can well see that it is a matter of efficiency to have all these passengers handled at Ellis Island. It may be an element of convenience. Something more than 25 years ago the Treasury Department ordered all baggage on all incoming ships to be sent to the Barge Office, and that was done for a few weeks and that was all. It involved so much discomfort to the traveling public, it produced such an outcry against the port of New York and against that system, that it was dropped. I think there are insuperable objections to the application of this order from the standpoint of the attitude of travelers by the second cabin. It is a hardship which this Department can perfectly well avoid, because it has avoided it ever since the service has been inaugurated. We all know it is unavoidable that orders should be made to involve hardships to individuals. Here is something which is perfectly avoidable--which has been avoided in fact--and it seems to us that it is putting a new strain upon our institutions to impose this hardship on these second-cabin passengers. In the last year before the war commenced there were about 800,000 people

coming to New York in the third cabin and there were something over 200,000 second-cabin. Only about 10% of those were citizens. Most of them would have to go to Ellis Island. This order affects the steamship companies just as it affects the port of New York and the other interests at the port of New York. If you are in doubt, Mr. Secretary, I would respectfully suggest that there are various other interests at the port who would be very glad to be heard on the subject.

CONGRESSMAN EGAN: It affects us. My district in Congress comprises a part of Jersey City. Hoboken would be very vitally affected and very unfavorably. The city of Hoboken has been harder hit by the European war than any other city in this country.

SECRETARY: Isn't it true that a great many of the vessels trading between German ports and the United States had their termini in Hoboken?

CONGRESSMAN EGAN: Hoboken is the terminus for the North German Lloyd and American Lines, the Holland-American and the German-American Line. The closing down of the German lines has hit the city of Hoboken very hard--so much so that a number of our smaller shopkeepers have been forced out of business. I might refer to a tragedy that we charge to this unfortunate condition, the closing down of the lines. The hotels there have been very vitally affected. The banks, the express companies, and the carriage companies are all seriously affected. We know that it has been a very hard struggle for them. If the proposed order is put into effect, I believe that many of the small business houses will have to go out of business.

The first-cabin passengers as a rule don't stay in Hoboken. The second-cabin passengers do. We will be in a deplorable condition if this order is put into effect. I am a business man in Hoboken. The proposed order has turned the city almost upside down. Our Chamber of Commerce, our Merchants' Association, business men and larger interests are aroused about this thing. Hoboken is just as patriotic as the rest of the country. We want the immigration laws enforced. We don't feel that we should be discriminated against as we will be if the proposed order goes into effect. I assume there is some other way for the examination of passengers. I think the interests of my city ought to be taken into account and an investigation made as to how it will affect us there. It will be seen that we have a very strong case.

MR. LANKERING (Postmaster, Hoboken): I appear here as a former mayor of Hoboken. I don't believe there is a man of Hoboken that knows the conditions better than I do--the suffering of the traffic on the steamship lines. The hotel men and a great number of other men are merely existing as a consequence of the order that was given for the transfer of passengers of the second-class. If the order should be carried out, I am certain that within a reasonable time quite a number will be closed up altogether. We have a case here of a hotel man committing suicide.

SECRETARY: Have the shipping companies any further statement to make?

MR. BEERS: At Ellis Island under normal conditions you will not be taking more than 5,000 third-cabin passengers a day. On many days you will not take more than 4,800. In addition to that number of 5,000 or 4,800 you are asking to take all the way from 1200 to 1600 or 1700

second-cabin passengers. It stands to reason that if you cannot properly examine more than 5,000 third-class, you cannot examine the second-cabin. You are putting the very delay upon the ships.

SECRETARY: If instead of making the examination on the ship we simply transfer the passengers from the ship to Ellis Island, where we have better facilities for making examinations than we have on the vessels, in what manner would it delay the vessel more, or as much as if we made the examination on board the vessel itself?

MR. BEERS: It means that you will have to keep the vessel over until the next day or possibly the second day.

SECRETARY: Your position is that it would take longer to unload the passengers and take them to Ellis Island than it would take to examine the passengers on board the vessels.

MR. BEERS: That gives you a total of 11,000 to handle. Where are you going to take the other 5,000 or 6,000? Mr. Baker states that he has frequently held up ships.

MR. BAKER: Due to the fact that the steamship companies brought large numbers of inadmissible aliens. If the steamship companies bring admissible aliens we will have no difficulty in handling as many steerage passengers and second-class passengers as well.

MR. BEERS: We cannot meet all your requirements. The only way to escape that condition would be to establish inspection on the other side. You will never be able to eliminate that feature.

SECRETARY: What we want to get at is the reason why this order should not be put into effect. Suppose there was any portion of that

number detained on primary inspection; if you will examine your second-cabin on board those who are admitted go on, those who are not are held for further inspection.

MR. HOWE: We expect to inspect the second-class passengers first.

SECRETARY: Of course you can't take the abnormal situation and apply it as a reason for a normal situation. Your difficulty is not of the present but of the future.

MR. BEERS: There is no chance to get the passengers back. No question was ever raised about the examination of the second-cabin by your predecessors. We believe that the inspection of the second-cabin on board ship was less hurried and therefore more thorough than could be done at Ellis Island if a large number passed through.

MR. JACOBSEN: You are putting a great hardship and a very great discrimination on the ships. These conditions would not exist at other ports. At San Francisco passengers are not landed at the pier, but in Baltimore and Philadelphia they are all landed at the piers--first, second and third. We are going to lose out through Canada. All passengers land at the pier in Montreal at any time of the day or night. At any European ports you can land at day or night.

MR. CAMINETTI: Why could it not be regulated to have a general average of ships land on one day?

MR. BEERS:

MR. JACOBSEN: If we could so arrange our arrivals here, it could. Some ships are faster than others.

MR. JACOBSON: I wish to say the passengers are admitted one by one with hats and gloves removed. I only wish to add that we, the

Scandinavian Line, consider the second-class the very best class. It would be a hardship to take them to Ellis Island.

SECRETARY: There has never been any complaint as to the facilities that have been offered by the various steamship companies for the examination of passengers. The question is as to whether with those facilities we can make the examination as thoroughly as it ought to be made without interfering with shipping interests.

MR. HUNTER (representing the Railroads): Mr. Secretary, speaking for the railroads, as you know, we have filed with you a telegram of our objections in a brief way to the proposed enforcement of this order, and it seems proper to state in the beginning that, in view of our large interests in the handling of passengers from the port of New York, we had no word of this at all. In other words, the order was served upon the steamship companies on first notice and we got none whatever. Mr. Beers and the representatives of the steamship lines have set out very clearly to my mind, and I hope to yours, that this second-class business is a legitimate traffic. We have in the coastwise trade, as you are aware, the same classifications with respect to the accommodation of first, second-cabin and steerage. We have handled the immigrant business at Ellis Island ever since the station was established. The second-cabin traffic is a legitimate class of traffic without regard to the Ellis Island station. I mean to say there is a certain large class of people who are not perhaps in the best circumstances in the world yet who are in the medium circumstances, and they naturally seek the intermediate class of accommodations. We feel that it would be, on a very large

number of these people arriving from Europe in the second-class, a distinct hardship if they were taken to Ellis Island for inspection.

SECRETARY: The number of mentally defective is apt to be lower in second than in third-class, or in first possibly than in second; the physically defective may also be lower, and the morally defective may also be lower. The problem with us is how to segregate those who are morally, mentally and physically defective from the others who are traveling and who are admissible to the United States, and how to do it with the least possible interference with commerce.

MR. HUNTER: The question is whether ways and means may be devised to make this examination aboard ships instead of having these passengers go to Ellis Island. The steamship representatives have tried to convince you that under existing conditions that examination is being made, so far as they know, without any difficulty. With respect to handling immigrants at Ellis Island we have encountered a great deal of difficulty in heavy seasons. It is the abnormal conditions that we have to confront. We frequently have in busy seasons to handle as many as 4,000 or 5,000 immigrants a day. When that station was established we never contemplated that we would be called upon to handle any but immigrant passengers there. The natural thing would be to expect us, the railroads, to book them. I can't conceive why there wouldn't be more delay in sending the second-class passengers to Ellis Island than to examine on board ship and discharge at the dock. If that sort of regulation were put into effect at New York and second-class passengers were compelled to go to Ellis Island for inspection, it would naturally

militate against the port of New York because of the fact that at these other ports examinations are made at the docks, and particularly in Canada. I think the gentlemen representing the affairs at Ellis Island will bear me out in the statement that so far as the trunk lines are concerned we have always stood ready and willing to cooperate to the fullest extent in the administration of the law and the regulations there. We are just as anxious as yourself and the Department to keep out of this country these particular classes of aliens you speak of. Taking into consideration that there is a marked difference between the classes of passengers, we hope that the Department may still find ways and means in continuing this inspection aboard ship and not compel these passengers to go to Ellis Island. Where is the weakness of the present system?

SECRETARY: The lack of sufficient facilities, even though all the facilities are placed at our disposal, to make a thorough examination on board the vessel without interfering with the time of the vessel itself. Immigration has fallen off very materially. As a result of its falling off and the larger number of inspectors that we have in proportion to the number of aliens arriving, we have been able to make a more thorough inspection than with the larger number of arrivals. By virtue of the fact that we are able to make a more thorough inspection we are able to see more clearly the fact that numbers, and I might qualify it by saying large numbers, of aliens have been admitted in the past by reason of the laxity of inspection with insufficient facilities. With that situation developing, then it becomes clear to us that a closer inspection is

essential, not only with the immigrant classes but with the other classes as well. If we undertake to make as close an inspection of the second-class as we are making of third-class passengers, we cannot very well do it on board the vessel without interfering with the time of the vessel itself.

MR. HUNTER: If that is true, why doesn't that difficulty exist at other ports?

SECRETARY: There is no other port where the conditions are anywhere near like those at New York.

The responsibility of ultimate decision rests with me. If the reasons that I have given as the reasons that cause the action of the Department are not sound, I want to know it. No cross-examination of me will change that situation. A cross-examination of the others may change it.

MR. HUNTER: It might be well to let us have a further hearing to develop the facts. I would like the man at Ellis Island to get his views upon the subject of handling this business--what we would be up against. We would have to install first and second-class tickets. Our principal objection, we feel, is that if this order is made effective it will naturally militate against the port of New York. I want to say that if there is anything the railroads can do in assisting you in reaching a conclusion in this matter, we stand ready to do it. I thank you very much for your courtesy.

MR. BEERS: I understand you desire to have a more thorough examination of arriving aliens. That examination is made by means of

questioning aliens in order to bring about such information as can be brought about by questioning, and by a physical examination of such points as can be brought out. It is not apparent to me why that questioning and that physical examination can't be done as thoroughly on a ship or on a pier as it can at Ellis Island. We are perfectly ready to take that risk as to detention of a more thorough examination rather than have the class of people who travel second-class on our ships taken to Ellis Island.

SECRETARY: I have about come to a conclusion as to the policy which should be pursued in this case. My judgment, after what I have heard, is that I shall revoke the order that has been issued for the time being and instruct the Bureau of Immigration to consult with the various interests that are affected by the order, and endeavor to work out a plan of inspection that will give the results desired and be satisfactory to the interests involved. If you desire to make any further statement we will hear it; if not, that determination will stand.

REPRESENTATIVE, MERCHANTS' ASSOCIATION, NEW YORK: Our purpose is to endeavor to improve the conditions and welfare of New York. Having that in mind, of course we are most anxious that proper inspection shall prevail and proper enforcement of the immigration laws should be carried out. There is one aspect of this which I would like to call to your attention--what we conceive to be the ultimate effect upon the country of the operation of such an order. There are being afforded to this country unusual opportunities. The present administration, through the Department of Commerce, is exerting itself to the utmost to endeavor to

get this country into a position to take advantage of these trade opportunities. Many of the peoples with whom we are trying to attain this trade relationship are of peculiar sensibilities as to personal dignity. The second class is considered to be quite the proper class in which to travel. Any administration of the alien law should be devised so as to reduce to a minimum that effect which I have indicated. In our judgment the operation of the order would be discriminatory against New York as compared with other ports and the Canadian ports.

REPRESENTATIVE, HOTEL ASSOCIATION, NEW YORK CITY: I wish to express our thanks and appreciation of the manner in which you have considered the subject.

MR. HOWE: One thing ought to be taken up in this conference that has not been emphasized in this discussion, and that is the protection of the immigrant who has purchased ticket orders on the other side. He comes to this country second-cabin; lands in New York, Hoboken or Brooklyn; goes to a hotel; is subject to heavy expense for his baggage at the hotel; then he has to come to Ellis Island to have his ticket orders honored. This involves one or two days' loss of time and from $5. to $25. of expense. This would be obviated if the second-cabin alien having ticket orders was sent to Ellis Island at the time of the xxx inspection. He could then go west directly the same as the regular third-class aliens. This would save them time, money and worry.

MR. HARTFIELD: Referring to the remarks made by Mr. Howe: I represent the three Italian lines in the city of New York, and cases such as these are taken care of by the Italian Society.

SECRETARY: It isn't to be expected that the second-class passengers who have immigrant transportation to the interior are of the class of people who are fearful of having their feelings injured. The class of people that you have referred to who would have their feelings hurt by taking them to Ellis Island are not the class of people who have immigrant transportation to the interior of the United States. I think that is a phase of the question that might properly be taken up by the Bureau in connection with the various interests that are affected in the consideration of the entire subject matter.

The Secretary thanked the representatives for their arguments and they in turn thanked him.

53575/232
53438/15-B
52903/101-B

November 20, 1915.

Hon. Daniel J. Griffin,
Member of Congress,
Brooklyn, N. Y.

My dear Congressman:

Upon the receipt of your letter of the 9th instant, with which you inclosed a newspaper clipping with regard to the "9 year old son from England of Mr. and Mrs. W. C. Avery," and a letter written you by Mr. I. H. Phillips of 1916 Cropsey Avenue protesting against the action of the immigration officials in the said case, the Commissioner of Immigration at New York was written to forward the record covering the transaction complained of, as the Department's files contained no reference thereto.

The record has now come to hand. It shows quite clearly that no mistake was made or erroneous action taken with regard to the Avery child, and also that the newspaper account of the matter was incorrect and exaggerated. The boy, only nine years of age, had been living for some time with his grandmother in England. His mother is supposed to be living in England somewhere, but his father secured a divorce from her some time ago and is not accurately posted as to her whereabouts. Obviously both the parents of the boy did not meet him at the pier. Mr. Avery did meet him there and seems to have been treated courteously and properly by the examining inspector who advised him that under the law and regulations and in view of all

the circumstances of the case it would be necessary for the child to go before a board of special inquiry at Ellis Island. The child and the father went to Ellis Island, the case was taken up special, and the board after questioning the father carefully and reaching the conclusion that he was a proper person to take charge of the child voted to admit the latter. It might be added that in the course of his testimony Mr. Avery stated that he was contemplating a second marriage, and of course the fact that he seemed to be altogether responsible and apparently would have a suitable home into which to take the little boy who had been separated from him for a long time were facts which influenced the board in reaching its decision. The Department cannot see but what the inspector acting on ship board was fully justified in entertaining a doubt as to the right of the child to land, in the light of the facts which were before him. The Department also thinks that the board acted properly in landing the child in the light of the facts which were disclosed upon special inquiry. Any other method of handling the case would hardly have conformed with the plain provisions of the statute.

Respectfully yours,

EXACT COPY AS SIGNED BY LOUIS F. POST

MAILED 11/20 BY

AWP/AES Assistant Secretary.

- -

OFFICIAL COPY respectfully referred to the Commissioner of Immigration, Ellis Island, N. Y. H., in answer to his letter of the 14th instant, No. 98664/193.

EXACT COPY AS SIGNED BY ALFRED HAMPTON

MAILED 11/20

Acting Commissioner-General.

53438/15-A November 13, 1915.

Hon. John J. Eagan,
Member of Congress,
66 Hudson Street,
Hoboken, N. J.

My dear Congressman:

In response to your letter of the 9th instant I have to state that the commission which, you will recall, it was decided at the meeting that you attended in the Secretary's office would be appointed for consideration of the question of requiring second cabin alien passengers to be taken to Ellis Island for examination, has been appointed but has not yet met for investigation and consideration of the said question.

The membership of the commission is as follows: Hon. John B. Densmore, Solicitor of the Department of Labor, Chairman; Hon. A. Caminetti, Commissioner-General of Immigration; Hon. Frederick C. Howe, Commissioner of Immigration, New York; Ezra K. Sprague, M. D., Surgeon, Public Health Service, Ellis Island; A. Warner Parker, Esq., Law Officer, Bureau of Immigration.

As the chairman of the Commission is now absent from Washington I cannot state just when or where the first meeting will be held, but doubtless the matter will be taken up at the earliest practicable date.

Respectfully yours,

AWP/AES

EXACT COPY, AS SIGNED BY LOUIS F. POST
MAILED 11/13

Assistant Secretary.

JOHN J. EAGAN,
11TH DIST. NEW JERSEY.

JOHN P. RAFFO,
SECRETARY.

House of Representatives U. S.

Washington, D. C.

438
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DEPARTMENT OF LABOR
OFFICE OF THE CHIEF CLERK
WASHINGTON

November 10, 1915.

Chief of Bureau or Office:

Please prepare a reply for the signature of the Assistant Secretary.

Robert Watson
Chief Clerk.

Bureau of Immigration

RECEIVED
BUREAU OF IMMIGRATION
NOV 12 1915

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BUREAU OF
NATURALIZATION
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66 Hudson Street,

HOBOKEN, N. J., Nov. 9, 1915.

DEPARTMENT OF LABOR
NOV 10 1915
CHIEF CLERK

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this city are very much interested in
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Very sincerely yours,

John J. Eagan

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JOHN P. RAFFO,
SECRETARY.

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...ton, D. C.

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...6 Hudson Street,

HOBOKEN, N. J., Nov. 9, 1915.

DEPARTMENT OF LABOR
NOV 10 1915
CHIEF CLERK

Hon. William B. Wilson,
Secretary of Labor,
Washington, D. C.

My dear Mr. Secretary:

Will you be good enough to advise me whether or not a decision has been reached in the matter of the order requiring Second Cabin passengers arriving at the Port of New York to be sent to Ellis Island for inspection.

I was one of those who appeared at the hearing held by you at Washington several weeks ago at which time the order was revoked.

The business men of this city are very much interested in the matter, and are making inquiry of me as to whether or not a definite decision has been reached.

Very sincerely yours,

John J. Eagan

JJE-AMR

November 12, 1915.

52903/101
53438/15
53575/232

Commissioner of Immigration,
Ellis Island, N.Y.H.

The Bureau has received inquiries about the case of one Thereld Avery, who arrived from England on or about October 22nd, and who was taken to Ellis Island although he was destined to his parents who were at the pier to meet him. Kindly submit a full report as promptly as possible.

EXACT COPY AS SIGNED BY ALFRED HAMPTON

MAILED 11/12

Acting Commissioner-General.

cms

63438
15

DANIEL J. GRIFFIN
8TH DIST. NEW YORK

f Representatives U. S.
Washington, D. C.

DEPARTMENT OF LABOR
NOV 10 1915
CHIEF CLERK

Brooklyn, N. Y. November 9, 1915.

RECEIVED
BUREAU OF IMMIGRATION
NOV 10 1915

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of Labor,
ington, D. C.

53546

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I respectfully call your
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It is a case that I believe
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With best wishes, I am,

Faithfully yours,

Daniel J. Griffin

Enc.

DEPARTMENT OF LABOR
OFFICE OF THE CHIEF CLERK
WASHINGTON

November 10, 1915.

Chief of Bureau or Office:

Please prepare a reply for the signature of the Assistant Secretary.

Robert Watson
Chief Clerk.

Bureau of Immigration.

RECEIVED
BUREAU OF IMMIGRATION
NOV 10 1915

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Representatives U. S.
Washington, D. C.

DEPARTMENT OF LABOR
NOV 10 1915
CHIEF CLERK

Brooklyn, N. Y. November 9, 1915.

RECEIVED
BUREAU OF IMMIGRATION
NOV 10 1915

Hon. William Wilson,
Secretary of Labor,
Washington, D. C.

53546

My dear Mr. Secretary:-

I respectfully call your attention to the enclosed clipping from the New York Times, as well as a protest from one of our mostintelligent and public spirited citizens.

It is a case that I believe requires your personal attention, and I sincerely hope that such incidents will not be repeated on the Island.

I believe there should be a more liberal interpretation of the laws governing the admission of people, who seek an opportunity in this land of equality.

With best wishes, I am,

Faithfully yours,

Daniel J. Griffin

DJG/C
Enc.

- New York Times Oct 23 15

ELLIS ISLAND HOLDS BOY OF FIRST CABIN

Mr. and Mrs. W. G. Avery Meet 9-Year-Old Son from England but He Is Taken from Them.

IMMIGRATION LAW BLAMED

Officials Enforcing the Statute in Hope That Authorities at Washington Will Modify It.

Although his parents met him at the White Star pier yesterday when he arrived from Liverpool on the Baltic, Thorold Avery, 9 years old, had to go to Ellis Island with the immigrants to appear before a Board of Special Inquiry. The boy came over in the first cabin to go to school in this country. On the voyage he was in charge of Mr. and Mrs. John E. Druiff and Dr. Alfred Moseley, the well-known English educator, who assisted Mr. and Mrs. Avery in trying to convince the Immigration Inspector that as the father and mother were at the pier it would be unjust to take their son away from them.

W. G. Avery, the boy's father, is employed by William Baumgarten & Co. of 715 Fifth Avenue, dealers in fine furniture. He said he had ample evidence from bankers and other business men to show that he was quite able to prevent his 9-year-old son from becoming a public charge. Mr. Avery is said to be well-to-do.

The Inspector listened patiently and replied that the United States immigration laws demanded that all alien children arriving in this country without their parents or legal guardians must be sent to Ellis Island to go before a Board of Special Inquiry. Thorold Avery and his parents met the Baltic at 9 o'clock on the immigrant barge for Ellis Island.

Officials of the International Mercantile Marine Company said this was the first time in their recollection that an alien under 12 traveling in the first cabin unaccompanied had been sent to Ellis Island when both parents were at the pier to meet the steamer on arrival. At Ellis Island it was explained that the immigration officials had frequently written to the Department of Labor at Washington pointing out the faults in the present law in an effort to get it amended to give the inspectors on the ship some discretionary power.

William Williams, the former Immigration Commissioner at Ellis Island, said when he was in charge of the bureau that the best way to get bad laws amended was to enforce them rigorously and that policy had been adopted by the officials over there.

Grand Rapids City Official Sought.

GRAND RAPIDS, Mich., Oct. 22.—Prosecuting Attorney Barnard this afternoon obtained a warrant for the arrest of William H. Olmsted, former Deputy City Treasurer, on the charge of embezzling municipal funds to the total of $3,000. The action is one of the developments in the case against City Treasurer James E. Hawkins, against whom impeachment proceedings have been started on allegations of irregularity in tax title transactions.

BUMBLEDOM AT ELLIS ISLAND.

Thorold Avery, whose father lives in Brooklyn and works in Manhattan, went to school in England. Returning in the first cabin of the Baltic with family friends, the boy, who is nine years old, was taken to Ellis Island as "the son of an alien unaccompanied by a parent or legal guardian." His parents met him at the dock and accompanied him to the island.

It does not make much difference under what Administration Ellis Island is; something in the air of the place seems fatal to common sense. It detains a wealthy woman who is ill and a well-

THE WORLD: SUND

to-do man who has rheumatism because they might become public charges. It makes and hastily revokes an order that all second-cabin passengers must go to the immigrant station. Now it impounds a boy coming home from school who is accompanied by responsible persons and met by his parents.

The service has not even the excuse of being overworked. For months immigration has been almost at a standstill as compared with the high tide of the recent past. In handling it Bumbledom is displaying all the delicate regard for public opinion shown by a German military governor.

Officers
CHARLES G. HAMBIDGE, President
FRANK N. ROBINSON, Vice-President
FRED H. ADAMS, Secretary and Treasurer

Telephones, 402, 441, 7926-7 Cortlandt

Association of City Hall Reporters

ROOM 9, CITY HALL

Executive Committee
CHARLES G. HAMBIDGE, Chairman
FRANK N. ROBINSON
FRED H. ADAMS
W. A. GRAMER
F. S. CRAWFORD
T. CRONYN
HERMAN BERNARD

NEW YORK, Oct. 23 1915

Sect Wilson

Hon. Daniel J. Griffin
44 Court street
Brooklyn

Dear Congressman:

As Representaive of my district I put up to you the remedying of the outrage that is being committed under the red tape of the Immigration office, particulars of which have appeared recently in the press and in today's papers, of which I enclose you a copy. It appears that the Immigration department has introduced some new ~~arbutarry~~ arbitrary rules whereby first ~~calss~~ class and second class pasengers coming here from abroad are held up and sent to Ellis Island and detained so that their friends cannot reach them for some time. It is time a protest was made against such untimely and unseemly practices. We shpuld not put impediments in the way of persons coming here legitimately and try to make it as unpleasant and uncomfortable for them as ~~they~~ we can. On the contrary we should treat them with every courtesy. There would seem to be need of a good shaking up in the department responsible for these high handed regulations. There have been several instances lately of arbitrary action in these cases. The matter should be taken up at Washington.

Yours very truly

I. A. Phillips
1916 Cropsey Ave

(of the Brooklyn Citizen
and of The Bayside Review)

ahl

438

15

TREASURY DEPARTMENT

UNITED STATES

PUBLIC HEALTH SERVICE

OFFICE OF
CHIEF MEDICAL OFFICER

ELLIS ISLAND, N. Y.

November 1, 1915.

Hon. A. Caminetti,
Commissioner-General,
U.S.Department of Labor,
Washington, D.C.

RECEIVED
OFFICE OF THE COMMISSIONER GENERAL
NOV 2 1915

My dear Commissioner-General,

Your letter of the 27th ultimo informing me of my selection as a member of the Departmental Commission was so worded (or rather, the letter of the Secretary was so worded) that it occurred to me that some of the work of this Commission might take its members to other ports than New York. I might have found myself in an embarrassing situation without the Surgeon-General's approval or knowledge of the circumstances.

It is with great pleasure that I accept the appointment.

Commissioner Howe was informed promptly upon the receipt of the letter previously mentioned and work has been begun along the lines which you suggested, and will be continued with the hope that all available data will have been compiled by the time of the first meeting.

I have the honor, sir, to remain,

Respectfully,

Surgeon.

L

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No. 53438/15-A October 29, 1915

Hon. Asle J. Gronna,
United States Senator,
Lakota, North Dakota.

My dear Congressman:

The Department is in receipt of your letter of the 21st instant, inclosing a telegram addressed to you by Mr. E. H. Hobe of White Bear Lake, Minn., protesting against the regulation compelling the landing at Ellis Island of alien second-class passengers arriving at the port of New York, and begs to advise that on October 18th, the Secretary revoked this requirement for the time being and appointed a commission to investigate the matter fully.

Respectfully yours,

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED

10/29 RG
Assistant Secretary.

WW/ABV.
WW

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

DEPARTMENT OF STATE
WASHINGTON

DEPARTMENT OF LABOR
OCT 27 1915
CHIEF CLERK

October 25, 1915.

[redacted]
OCT 27 1915

The Honorable

The Secretary of Labor.

Sir:

I have the honor to acknowledge the receipt of your letter of the 20th instant, stating that you have received a letter, dated the 16th instant, from the Norwegian Minister relative to a recent requirement by your Department that second class passengers arriving at the port of New York be taken to Ellis Island for examination, and requesting that the Minister be advised that this regulation has been revoked for the time being, your Department having decided to appoint a commission to investigate the matter.

In reply I have the honor to inform you that the contents of your letter have been communicated to the Norwegian Minister.

I have the honor to be, Sir,

Your obedient servant,

Robert Lansing

File No.
150.05/26

Refer to Commerce

New York, Oct. 15, 1915.

138/15

LIST OF WESTBOUND MINIMUM FIRST, SECOND, AND THIRD CLASS RATES TRANS-ATLANTIC LINES

RECEIVED BUREAU OF FOREIGN AND DOMESTIC COMMERCE OCT. 26.

LINES	FIRST	SECOND	THIRD
AMERICAN - LIVERPOOL			
All Steamers	$ 95.	$ 65.	$ 40.
ANCHOR - GLASGOW			
All Steamers	85.	50.	35.
CUNARD - LIVERPOOL			
Orduna	100.	50.	36.25
Tuscania, Transylvania, Cameronia	85.	50.	35.
* Saxonia		50	35.
CUNARD - LONDON			
* Panonia		50.	--
FABRE - MEDIT.			
Patria	100.	65.	36.50
Other Steamers	90.	65.	36.50
FRENCH - BORDEAUX			
Espagne, Lafayette	100.	65.	34.50
* La Touraine		65.	34.50
* Rochambeau		62.50	34.50
* Chicago, * Niagara		60.	34.50
HOLLAND AMERICA - ROTTERDAM			
Rotterdam	117.50	67.50	41.
New Amsterdam	105.	65.	41.
Other Steamers	95.	60.	41.
ITALIA - MEDIT.			
All Steamers	90.	65.	39.50
LA VELOCE - MEDIT.			
All Steamers	90.	65.	39.50
LLOYD ITALIANO - MEDIT.			
All Steamers	90.	65.	39.50
LLOYD SABAUDO - MEDIT			
Re di Italia) Regina d'Italia)	70.	65.	38.50
NATIONAL GREEK - PIRAEUS			
Vasilefs Constantinos	100.	75.	50.
All other steamers	70	65.	48.
NAVIGAZIONE - MEDIT			
All Steamers	90.	65.	39.50
NORWEGIAN AMERICAN - SCAND.			
All Steamers	81.50	65.50	46.50
RUSSIAN AMERICAN - ARCHANGEL			
All Steamers	90.	65.	50.
SCANDINAVIAN-AMERICAN - SCAND			
Frederick VIII	84.	68.	46.50
Other Steamers	81.50	65.50	45.25
SICULA AMERICANA - MEDIT			
San Guglielmo	90.	65.	39.50
* San Giorgio		65.	39.50
* San Giovanni		65.	39.50
SPANISH - CADIZ			
All Steamers	124.	97.	70. (Third cabin) 42 (Steerage)
TRANSATLANTICA ITALIANA - MEDIT			
All Steamers	90.	65.	40.
WHITE STAR)- LIVERPOOL			
Adriatic	120.	50.	37.50
Baltic	110.	50.	37.50
Lapland	95.	50.	36.25
* Cymric		50.	33.75
WHITE STAR - MEDIT.			
Canopic	95.	65.	45.
Cretic	92.50	65.	45.

RECEIVED 10/26 OCT 27 1915. DOMESTIC AND FOREIGN

* "Cabin" Steamers

attach & file, Commerce will have before it,

ASLE J. GRONNA
NORTH DAKOTA

RECEIVED
BUREAU OF IMMIGRATION
OCT 25.

United States Senate,

WASHINGTON, D. C.

438
15

Lakota, N. Dak., October 21, 1915.

DEPARTMENT OF LABOR
OCT 25 1915
CHIEF CLERK

[redacted]

October 25, 1915.

Chief of Bureau of Immigration.

Please prepare a reply for the signature of the Secretary.

[redacted]
Chief Clerk.

Bureau of Immigration.

—

ewith for your consideration a message received

lative to the arrival of second class passengers

Very truly yours,

A. J. Gronna

6

P

RECEIVED
BUREAU OF IMMIGRATION
OCT 25.

ted States Senate,

WASHINGTON, D. C.

Lakota, N. Dak., October 21, 1915.

438
15

DEPARTMENT OF LABOR
OCT 25 1915
CHIEF CLERK

Hon. W. B. Wilson,

Secretary of Labor,

Washington, D. C.

My dear Mr. Secretary:

I inclose herewith for your consideration a message received from Mr. E. H. Hobe, relative to the arrival of second class passengers at New York.

Very truly yours,

Inc.

16

OFFICE OF
CHIEF MEDICAL OFFICER

TREASURY DEPARTMENT

UNITED STATES
PUBLIC HEALTH SERVICE
ELLIS ISLAND, N. Y.

43811/17

October 28, 1915.

RECEIVED
BUREAU OF IMMIGRATION
OCT 29 1915

Hon. A.Caminetti,
Commissioner-General,
Department of Labor,
Washington, D.C.

S i r :

I have the honor to express through you to the Honorable, the Secretary of the Department of Labor, my appreciation of the distinction conferred upon me by my selection as a member of the Departmental Commission to investigate and report upon the propriety and advisability of issuing an order for the examination of second class passengers at the Ellis Island immigration station.

A letter of acceptance thereof will be forwarded later upon the approval of the Surgeon-General, United States Public Health Service.

Respectfully,

Surgeon,
Acting Chief Medical Officer.

10/30

53438/15-A November 2, 1915.

Hon. Paul O. Husting,
United States Senator,
Maryville, Wisconsin.

My Dear Senator,-

I take pleasure in acknowledging the receipt of your letter dated October 27th, addressed to the Secretary, inclosing one from the "Club Neerlandia", protesting against a recent order issued by this Department that all second class passengers arriving at the port of New York shall land at Ellis Island for examination, and beg to advise that the Secretary, on the 18th ultimo, revoked this order for the time being, and appointed a commission to investigate the matter and report to him.

Very truly yours,

EXACT COPY SIGNED BY LOUIS F. POST
MAILED 11/3 Assistant Secretary. BY

WW/LWB

4380
15

United States Senate,

WASHINGTON, D. C.

Mayville, Wis. Oct. 27, 19

DEPARTMENT OF LABOR
OCT 29 1915
CHIEF CLERK

lliams,

enclosing a letter received from the "Club
against the order issued by your Department
assengers landing at New York must henceforth
and, as in the case of steerage passengers.
sending you this letter because it sets forth
complaint, and would ask you to return the
it.

he absence of knowing what the reasons were
on on the part pf your Department, I would
me as though people going to the expense of
assage should not be submitted to such incon-
n on reaching our shores, and I would therefore
econsider this order, with a view to rescinding

arly reply would greatly oblige,

Yours very truly,

Paul O. Husting

WAS I 1915

October 28, 1915.

Mr. William Bauchop Wilson,
Secretary of Labor.

Chief of Bureau of Service.

Please prepare a reply for the signature of the Secretary.

Robert Watchorn
Chief, Division

Bureau of Immigration.

1081

F.H.: O.H.
encl.

4380
15

United States Senate,
WASHINGTON, D. C.

Mayville, Wis. Oct. 27, 1915.

DEPARTMENT OF LABOR
OCT 29 1915
CHIEF CLERK

Hon. William Bauchop Williams,
Secretary of Labor,

Washington, D. C.

Dear Mr. Secretary:-

I am enclosing a letter received from the "Club Neerlandia", protesting against the order issued by your Department that all second class passengers landing at New York must henceforth be brought to Ellis Island, as in the case of steerage passengers.

I am sending you this letter because it sets forth fully their reasons for complaint, and would ask you to return the same after having read it.

In the absence of knowing what the reasons were that prompted such action on the part of your Department, I would say that it appears to me as though people going to the expense of securing second class passage should not be submitted to such inconvenience and humiliation on reaching our shores, and I would therefore earnestly ask you to reconsider this order, with a view to rescinding the same.

An early reply would greatly oblige,

Yours very truly,

P.H.: O.H.
encl.

Paul H. Husting

REV. F. X. VAN NISTELROY, SPIRITUAL DIRECTOR
F. VAN DE PAVERT, PRESIDENT

P. VAN LOON, SECRETARY
J. DE GOLI, TREASURER

"In Union There is Strength."

CLUB NEERLANDIA

Kimberly, Wis., Oct. 19I 1915.

Hon. Paul O. Husting Esq.

Mayville. Wis.

Hon. sir:

We have just received notice, that the Hon. secretary of Labor at Washington D.C. has issued an order, that ALL SECOND CLASS passengers landing at New York, must henceforth be brought to Ellis Island, as in the case of steerage people. Now, we do not know, what has prompted the secretary to act thus, but we feel, that in doing so, the feelings of numberless immigrants of the better classes have been wounded. We realise the inconvenience, it must cause people, while detained at Ellis Island, for reasons of unnecessary delay and the inadequate accommodations, which that place affords to travellers of the second class and when we look at it from the standpoint of the cost of transportation, which second class passengers pay, it appears to us to be a matter of unqualified injustice. We therefore take the liberty to send to Your Honor our strongest possible protest, both personal and in the name of above placed Club, 75 members strong, all born and at one time living in Holland but now good American Citizens. We consider this regulation in opposition to the true principles of Democracy upon which the constitution of the Unitedsstates is built and we respect

ask your Honor to use your influence, that such unwholesome fully regulation might be withdrawn.

REV. F. X. VAN NISTELROY, SPIRITUAL DIRECTOR
F. VAN DE PAVERT, PRESIDENT

P. VAN LOON, SECRETARY
J. DE GOLI, TREASURER

"In Union There is Strength."

CLUB NEERLANDIA

Kimberly, Wis.,

This is to us a matter of most serious importance and we will appreciate very much every legitimate effort on your part, to have this order revoked. Hoping to hear from You, we beg leave to wish You success in the matter and remain:

Most Respectfully Yours.

Fr v. Pavert President.

P van Loon Secretary.

53438/15 October 27, 1915.

Hon. Ezra K. Sprague, M.D.,
Surgeon, Public Health Service,
Ellis Island, N. Y. H.

My dear Dr. Sprague:

I beg to hand you herewith a copy of an order issued under date of October 25th by the Secretary selecting and designating the members of a Departmental Commission to investigate and report upon the propriety and advisability of issuing an order having in view the examination of all aliens brought to the port of New York as second class passengers at the Ellis Island Immigration Station.

You will observe that you have been selected as the representative of the Public Health Service on this Commission. As the Solicitor, who heads the Commission, is now absent in the west, it will probably be some time before the Commission can convene for the transaction of business in a body; but I wish you would cooperate in every possible way with the Commissioner at New York in procuring and compiling data of interest to the proposed inquiry.

Very truly yours,

EXACT COPY AS SIGNED BY A CAMINETTI
MAILED 10/27 BY

Commissioner-General.

AWP/AES
Incl. 1622 (1)

53438/15 October 27, 1915.

Hon. Frederick C. Howe,
Commissioner of Immigration,
Ellis Island, N. Y. H.

My dear Mr. Howe:

I have the honor to transmit herewith a copy of an order issued by the Secretary under date of October 25th selecting and designating members of a Departmental Commission to investigate and report upon the propriety and advisability of issuing an order having in view the examination of all aliens brought to the port of New York as second class passengers at the Ellis Island Immigration Station.

You will note that Solicitor Densmore is named at the head of the Commission. As he is now in the west and will be absent for several weeks, it will be some time before the Commission can meet. Meantime, however, I think it would be well for you to give instructions which will result in the procurement and compilation of all data and information available at New York with respect to the subject of the inquiry.

Respectfully yours,

EXACT COPY AS SIGNED BY A CAMINETTI

MAILED 10/27 BY

Commissioner-General.

AWP/AES
Incl. 1621 (1)

53438/15-A

October 25, 1915.

Hon. William Hughes,
United States Senator,
Paterson, New Jersey.

My dear Senator:

I have the honor to acknowledge the receipt of your letter of the 21st instant with which you inclose a telegram sent you by Hon. P. R. Griffin, Mayor of the City of Hoboken, stating that the citizens and business men of Hoboken and Jersey City are very much opposed to the contemplated rule of this Department which would require that all second cabin alien passengers should be sent to Ellis Island for examination.

On October 18th I decided that the order in question would be temporarily revoked and that a commission would be appointed to make a thorough inquiry into the matter covered thereby. I am about to select several officers of the Department as members of the commission and until the commission reports the matter will be held in abeyance.

Very truly yours,

EXACT COPY AS SIGNED BY W. B. WILSON
MAILED 10/25 BY RL

AWP/AES

Secretary.

Personnel Dept
Hare E.D.
Sprague Med.
Caminetti Bu.
Parker "

2/38
10

Write Commr Howe, DT Sprague to be preparing data.

10-27

Bill re taking
29 cabin passengers
to Ellis Do.

A.W.V.

10/27.
Mr. Bennett advised
of pursuance of Commissioner
A.W.V.

WILLIAM HUGHES, N. J., CHAIRMAN.
THOMAS S. MARTIN, VA.
BENJAMIN R. TILLMAN, S. C.
ABLE J. GRONNA, N. DAK.
WILLIAM P. DILLINGHAM, VT.
JAMES J. O'BYRNE, CLERK.

United States Senate

COMMITTEE ON
EXPENDITURES IN THE NAVY DEPARTMENT

RECEIVED
OCT 23
DEPARTMENT OF LABOR
OCT 23 1915
CHIEF CLERK

4438

15

Paterson, N. J.,

October 21, 1915.

My dear Mr. Secretary:

I beg to enclose herewith telegram received from Hon. P. R. Griffin, Mayor of Hoboken, N. J. I sincerely hope you will give the subject matter therein your very careful attention.

Very truly yours,

Wm Hughes

To the Honorable,
The Secretary of Labor,
Washington, D. C.

(encl.)

P

Mail to Patterson NJ

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

62-1
12

5HN BU 224 N L 1 EX COPY BY F

HN HOBOKEN N J 16 1915 BACK DATE

HON WM E HUGHES SENATOR 7613

WASHINGTON DC

THE CITIZENS AND BUSINESS MEN OF THE CITY OF HOBOKEN AND ALSO OF JERSEY CITY ARE VERY MUCH OPPOSED TO THE CONTEMPLATED RULE OF THE DEPARTMENT OF COMMERCE AND LABOR OF SENDING THE ELLISISLAND FOR INSPECTION ALL INCOMING ALIENS IN THE SECOND CABINS OF ALL STEAMSHIP LINES DOCKING AT HOBOKEN AND JERSEYCITY THIS RULE IF PLACED IN EFFECT WILL CAUSE ENORMOUS LOSSES TO EVERY BUSINESS MAN AND THE PEOPLE IN GENERAL ALL ALIEN SECOND CABIN PASSENGERS NOW ARRIVING ON STEAMERS OF STEAMSHIP LINED ARE ALLOED TO ENTER OUR CITY AND STOP AT OUR HOTELS OR PRIVATE DWELLINGS OR

Form 1201

CLASS OF SERVICE	SYMBOL
Day Message	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a day message. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT
GEORGE W. E. ATKINS, VICE-PRESIDENT BELVIDERE BROOKS, VICE-PRESIDENT

5HN SHEET 2 OCT 16 COPY OCT 19 1915

RECEIVED AT WYATT BUILDING, COR. 14TH AND F STS., WASHINGTON, D. C. ALWAYS OPEN

PROCEED TO RAILROAD STATIONS AND STEAMSHIP PIERS IF DESTINED TO OTHER PLACES THE BUSINESS MEN PROPERTY OWNERS LANDLORDS AND LABORING PEOPLE OF OUR CITY HAVE AND AT THE PRESENT TIME ARE SUFFERING GREAT LOSSES THROUGH THE EFFECT OF THE GREAT WAR IN EUROPE AND THE STOPPAGE OF BOTH INCOMING AND OUTWARD SHIPMENT OF FREIGHT AND THE TRAVELLING OF PASSENGERS BY STEAMERS OF THE NORTH GERMAN LLOYD AND HAMBURG AMERICAN LINES AND THE EFFECT OF THE CONTEMPLATED RULE OF SENDINGTHE ALIENS IN THE SECOND CABINS TO ELLISISLAND WILL BE AN ADDED BLOW NECESSITATING MSNY BUSINESSES TO COLOSE THEIR DOORS OR GO INTO BANKRUPTCY I ASK YOUR WHOLE HEARTED AND BEST HELP IN ENDEAVORING TO PROTECT THE INTERESTS OF THE PEOPLE OF HOBOKEN JERSEYCITY AND HUDSON COUNTY

P R GRIFFIN MAYOR 1252A COPY KDF 1245P
OCT 19

53438/15-A. October 25, 1915.

Mr. J. B. Morrell, Pres.,
The Maritime Association, Port of New York,
New York, N. Y.

Dear Sir:

The Bureau acknowledges the receipt of your telegram of the 18th instant, addressed to the Secretary, entering an earnest protest against the regulation compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, and begs to advise that on the 18th instant this requirement was revoked for the time being, the Secretary having decided to appoint a commission to investigate the matter and report to him.

Very truly yours,

For the Commissioner-General:

EXACT COPY AS SIGNED BY ALFRED HAMILTON

MAILED 10/25 BY

Assistant Commissioner-General.

WW

LWB

53438/15-A. October 25, 1915.

Mr. John J. McGovern,
County Clerk,
Jersey City, N. J.

Dear Sir:

The Bureau acknowledges the receipt of your telegram dated October 18th, addressed to the Secretary, entering an earnest protest against the regulation compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, and begs to advise that on the 18th instant this requirement was revoked for the time being, the Secretary having decided to appoint a commission to investigate the matter and report to him.

Very truly yours,

For the Commissioner-General:

EXACT COPY AS SIGNED BY ALFRED HAMILTON

MAILED 10/25 BY R.

Assistant Commissioner-General.

LWB

438
15

DEPARTMENT OF LABOR

TELEGRAM

OCT 22

1 NY 63 paid 1 ex

Ns...New York, N. Y., October 18, 1915.

Hon. W. B. Wilson,
Secretary of Labor,
Washington, D. C.

The Maritime Association of the port of New York respectfully protests against recent ruling providing that all second cabin passengers other than citizens arriving at this port shall be delivered for inspection at Ellis-Island. We consider this ruling a serious discrimination against this port as well as an injustice to second cabin passengers arriving here and we respectfully urge that it be rescinded.

J. B. Morrell,
President.

11:18am-

10/23/15.

DEPARTMENT OF LABOR

RECEIVED
BUREAU OF IMMIGRATION

TELEGRAM

CGT 22

438
15

NY 62 Paid B Lue

Jersey City, N. J., October 18, 1915.

Wm. B. Wilson,
Washington, D. C.

I earnestly request that you do not put into operation the rule requiring second class steamship passengers to land at Ellis-Island as the enforcement of same would operate injuriously to the business men of Hoboken and Jersey City. Their business has already been seriously interfered with by the European war and enforcement of this rule would mean an additional hardship.

John J. McGovern,
County Clerk.

11:38am-

8

DEPARTMENT OF LABOR

OFFICE OF THE SECRETARY

WASHINGTON

53438/15-A October 25, 1915.

The following officials are selected and hereby designated as members of the Departmental Commission to investigate and report upon the propriety and advisability of issuing a Departmental order having in view the examination of all aliens brought to the port of New York as second class passengers at the Ellis Island immigration station. While such inquiry will be directed particularly with respect to the port of New York, it should also cover incidentally other ports at which the same or similar conditions exist:

Hon. John B. Densmore, Solicitor for the Department of Labor.

Hon. Anthony Caminetti, Commissioner-General of Immigration.

Hon. Frederick C. Howe, Commissioner of Immigration, Ellis Island, N. Y. H.

Hon. Ezra K. Sprague, M.D., Surgeon, Public Health Service, Ellis Island, N. Y. H.

A. Warner Parker, Esq., Law Officer, Bureau of Immigration.

AWP/AES

File 10/28 A.W.P.

W. B. Wilson
Secretary.

No. 53438/15-A October 29, 1915

Hon. M. K. Reilly,
Member of Congress,
Fond du Lac, Wis.

My dear Congressman:

The Department is in receipt of your letter dated October 23d, with reference to a recent regulation compelling alien second class passengers arriving at the port of New York to land at Ellis Island, and begs to advise that on the 18th instant the Secretary revoked this requirement for the time being and appointed a commission to go into the matter fully.

Respectfully yours,

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED 10/29 R

Assistant Secretary.

WW/ABV.

WW

House of Representatives U. S.

Washington, D. C.

Fond du Lac, Wis.,

October 23, 1915.



Hon. William B. Wilson,

Secretary of Labor,

Washington, D. C.,

Dear Mr. Wilson:

I have received quite a few communications from residents of this district regarding a recent order said to have been promulgated by your Department relative to the landing of emigrants at New York. It appears that heretofore all second class passengers were permitted to land at New York, and were not required to go to Ellis Island where the steerage passengers are landed, and that the new order requires that second class passengers be landed at Ellis Island.

There are quite a few foreign born residents of my district who are exercised over this order, because they feel that it will result in great inconvenience and delay to emigrants who travel as second class passengers.

I would be pleased to hear from you are your earliest convenience, regarding the said order, and the views of your Department as to why it was necessary to issue the same

Yours very truly,

M K Reilly

P

4038.
15

House of Representatives

Washington, D. C.

BUREAU OF IMMIGRATION
RECEIVED
OCT 23 1915
CHIEF CLERK

Green Bay, Wisconsin.

October 21, 1915.

DEPARTMENT OF LABOR
OFFICE OF THE CHIEF CLERK
WASHINGTON

October 23, 1915.

Chief of Bureau or Office:

Please prepare a reply for the signature of the Secretary.

Robert Watson
Chief Clerk

Bureau of Immigration.

n,

Labor,

ton, D. C.

n:-

I am sending you herewith,
received from the Club Neerlandia,
in, protesting against your
the landing of second class passengers
ort. I would like to get a
r and would like to know the reasons
was made.

Thanking you in advance, I am

Sincerely yours,

Thomas F. Konop

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f Representatives

shington, D. C.

Green Bay, Wisconsin.

October 21, 1915.

BUREAU OF IMMIGRATION
OCT 23 1915
CHIEF CLERK

Hon. Wm. B. Wilson,

Secretary of Labor,

Washington, D. C.

My dear Mr. Wilson:-

I am sending you herewith, a letter which I received from the Club Neerlandia, Kimberly, Wisconsin, protesting against your order relative to the landing of second class passengers at the New York port. I would like to get a copy of your order and would like to know the reasons why such an order was made.

Thanking you in advance, I am

Sincerely yours,

Thomas F. Konop

TFK/E.

4

REV. F. X. VAN NISTELROY, SPIRITUAL DIRECTOR
F. VAN DE PAVERT, PRESIDENT

P. VAN LOON, SECRETARY
J. DE GOLI, TREASURER

"In Union There is Strength."

CLUB NEERLANDIA

Kimberly, Wis., Oct. 19I 1915.

Hon. Thos. C. Konop Esq.

Green Bay. Wis.

Hon. Sir:

We have just received notice, that the Hon. Secretary of Labor, Mr. Wilson at Washington, has issued an order, that ALL SECOND CLASS passengers, landing at New York, must henceforth be brought to Ellis Island as in the case of steerage people. Now, we do not know, what has prompted the secretary to act thus, but we feel, that in doing so, thefeelings of numberless immigrants of the better clases have been wounded. We realise the inconvenience, it must cause to those peopèè, while detained at Ellis Island, for reasons of unnecessary delay and the inadequate accommodations, which that place affords to travellers of t he second Class and when we look at it from the stand point of the cost of transportation, which second class passengers pay it appears to us to be a matter of unqualified injustice. We therefore take the liberty to send to You our strongest possible protest, both personal and in the name of above placed Club, 75 members strong. all born and at one time living in Holland but now American Citizens. We consider this regulation in opposition to the ruw principles of Democracy, upon which the constitution of the United States is built and we respectfully ask Your Honor to use your influence, that such Unwholesome regulation might be withdrawn.

REV. P. X. VAN NISTELROY, SPIRITUAL DIRECTOR
F. VAN DE PAVERT, PRESIDENT

P. VAN LOON, SECRETARY
J. DE GOLI, TREASURER

"In Union There is Strength."

CLUB NEERLANDIA

Kimberly, Wis.,

This is to us a matter of the most serious importance and we will appreciate very much every legitimate effort on your part, to have this order revoked. Hoping to hear from You, we beg leave to wish You success in the matter and remain:

Respectfully Yours.

F. v. d. Pavert President. F. v. d. Pavert

P. van Loon Secretary

ADDRESS OFFICIAL COMMUNICATIONS TO
THE SECRETARY OF STATE
WASHINGTON, D. C.

4438/15

RECEIVED
BUREAU OF IMMIGRATION
OCT 23.

DEPARTMENT OF STATE
WASHINGTON

October 21, 1915.

DEPARTMENT OF LABOR
OCT 23 1915
CHIEF CLERK

The Honorable

The Secretary of Labor.

Sir:

At the instance of the Norwegian Minister I have the honor to enclose for your information a copy of a note in regard to the order recently issued by your Department requiring second class passengers to be examined after landing as in the case of third class passengers.

The Minister points out that many temporary Norwegian visitors to this country, such as clergymen, college professors and teachers and commercial travelers, make the trip from and to Norway in the second class, and that if they are subject to the same examination as immigrants such procedure would certainly be a restraint on the mutual intercourse of Norway and the United States and tend to handicap the development of commercial relations between the two countries.

I have the honor to be, Sir,

Your obedient servant,
For the Secretary of State:

Enclosure:
From Norwegian Legation,
October 16, 1915.

150.05/24

Counselor.

COPY/BO

LEGATION OF NORWAY

WASHINGTON D.C.

NOTE VERBALE.

The Norwegian Minister presents his compliments to His Excellency the Secretary of State and has the honour to submit the following to his kind consideration:

By the Department of Labor an order has recently been issued requiring second class passengers to be examined after landing as in the case of third class passengers.

On this occasion the Norwegian Minister has the honour to say that quite a number of temporary Norwegian visitors to this country, as commercial travellers, clergymen, collega professors and teachers as well as pleasure travellers, make the trip from and to Norway in the second class. If temporary visitors to this country should be subject to the same examination as immigrants, such procedure would certainly be a restraint on the mutual intercourse of Norway and the United States. Especially the Minister would point out that business people from Norway in the later years have come over here in steadily increasing number in order to make purchases and to sell goods, and it has been stated to the Minister that when crossing over on the largest and fast going liners, on board which

the first class is very expensive, these Norwegian commercial people as a rule go in 2nd class. Measures in fact operating as a restriction on the visit of business men to this country would, although such restriction obviously has not been intended, in the opinion of the Minister, not fail to handicap the development of the commercial relations between Norway and the United States.

The Norwegian Minister should be thankful if His Excellency the Secretary of State would be pleased to communicate the above statements to His Excellency the Secretary of Labor for his kind consideration.

Washington, October 16th, 1915.

No. 53438/15-A. October 21, 1915.

Hon. John J. Eagan, M. C.,
House of Representatives,
Washington, D. C.

My dear Congressman:

Referring to your recent call at the Department, at which time a petition regarding the recent order of the Department requiring aliens traveling in the second cabin to be taken to Ellis Island for inspection was submitted, I beg to advise you that this order has been temporarily revoked and in the near future a commission will be appointed to inquire fully into the matter and make a report to the Department.

Respectfully yours,

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED 10/22 BY

Assistant Secretary.

CKB/JKL

53438/15-A. October 21, 1915.

Mr. C. L. Hunter,
Vice-Chairman, Trunk Line Association,
143 Liberty Street,
New York, N. Y.

Dear Sir:

With further reference to your letter of the 15th instant, regarding the recent order of the Department requiring aliens traveling in the second cabin to be taken to Ellis Island for inspection, I beg to advise you that the Secretary has temporarily revoked thisorder and has decided to appoint a commission to inquire fully into the matter and make a report to the Department.

Very truly yours,

For the Commissioner-General:

EXACT COPY SIGNED BY ALFRED HAMPTON
MAILED BY

Assistant Commissioner-General.

CEB/JHL.

53438/15-A. October 21, 1915.

Mr. David Robinson,
Secretary, Broadway Association,
Hotel Martinique,
New York, N. Y.

Dear Sir:

Referring to your letter of October 15th, regarding the recent order requiring aliens traveling in the second cabin to be taken to Ellis Island for inspection, I beg to advise you that this order has been temporarily revoked by the Secretary, who will appoint a commission to investigate the matter and submit a full report for the Department's consideration.

Very truly yours,

For the Commissioner-General:

10/22

Assistant Commissioner-General.

CKB/JHL

No. 53438/15-A. October 21, 1915.

Hon. James A. Hamill,
Member of Congress,
Jersey City, N. J.

My dear Congressman:

The Department is in receipt of your letter of October 16th, with further reference to the recent order which required that all aliens traveling in the second cabin be taken to Ellis Island for inspection under the immigration law. This order has been temporarily revoked and in the near future a commission will be appointed to inquire into the matter and to submit a full report for the Department's consideration.

Respectfully yours,

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED 10/22/15 BY

Assistant Secretary.

CEB/JEL

No. 53438/15 October 21, 1915

Hon. Walter M. Chandler,
Member of Congress,
New York, N. Y.

My dear Congressman:

I beg to acknowledge the receipt of your telegram dated October 20th, indorsing the protests recently filed with the Commissioner-General of Immigration, by William Hartfield and others, regarding a recent order of the Department requiring second class alien passengers arriving at the Port of New York to land at Ellis Island for examination, and wish to advise that the requirement has been temporarily set aside, as the Secretary has decided to appoint a commission to investigate the matter and submit a full report to him.

Respectfully yours,

10/21

Assistant Secretary.

WW

WW/ABV.

DEPARTMENT OF LABOR

TELEGRAM

RECEIVED BUREAU OF IMMIGRATION OCT 30

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New York, N. Y., October 20, 1915.

Commissioner Caminetti,
Bureau of Immigration,
Washington, D. C.

In the matter of Order compelling second class immigrants to mingle with third class and discriminating against port of New York in favor of other ports I wish to endorse protest recently filed with you by William Hartfield and others.

Walter M. Chandler.

341pm-

53438/15-A October 20, 1915

Mr. James Ward Warner, Pres.,
New York Produce Exchange,
New York, N. Y.

Dear Sir:

The Bureau acknowledges the receipt of your telegram dated October 16th, addressed to the Secretary, entering an earnest protest against the regulation compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, and begs to advise that on the 18th instant this requirement was revoked for the time being, the Secretary having decided to appoint a commission to investigate the matter and report to him.

Very truly yours,

For the Commissioner-General:

EXACT COPY AS SIGNED BY ALFRED HAMPTON
MAILED 10/20

Assistant Commissioner-General.

WW/ABV.

53438/15-A October 20, 1915

Hon. P. R. Griffin, Mayor,
Hoboken, New Jersey.

Dear Sir:

The Bureau acknowledges the receipt of your telegram dated October 16th, addressed to the Secretary, protesting against the regulation compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, and begs to advise that this requirement has been revoked for the time being, the Secretary having decided to appoint a commission to investigate the matter and report to him.

Very truly yours,

For the Commissioner-General:

EXACT COPY AS SIGNED BY ALFRED HAMPTON

10/20 BY R.

Assistant Commissioner-General.

WW/ABV.

53438/15-A October 20, 1915

Mr. Harold S. Sugarman, Sec.,
The Merchants Association,
Hoboken, New Jersey.

Dear Sir:

Your telegram of the 16th instant, addressed to the Secretary, protesting against the regulation compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, has been referred to this Bureau for reply, and I beg to advise you that the said requirement has been revoked for the time being, the Secretary having decided to appoint a commission to investigate the matter and report to him.

Very truly yours,

For the Commissioner-General:

EXACT COPY AS SIGNED BY ALFRED HAMPTON
MAILED 10/20 BY RG

Assistant Commissioner-General.

WW/ABV.

53438/15-A October 20, 1915

Mr. C. Alfred Barhorn, Pres.,
Hoboken Board of Trade,
Hoboken, New Jersey.

Dear Sir:

Your telegram of the 16th instant, addressed to the Secretary, protesting against the rule compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, has been referred to this Bureau for attention, and I beg to advise that said regulation has been revoked for the time being, as the Secretary has decided to appoint a commission to investigate the matter and report to him.

Very truly yours,

For the Commissioner-General:

EXACT COPY AS SIGNED BY ALFRED HAMPTON
MAILED 10/20 BY RV

Assistant Commissioner-General.

WW/ABV.

No. 53438/15-A October 20, 1915

Hon. William M. Calder,
Member of Congress,
1648b Eleventh Ave.,
Brooklyn, N. Y.

My dear Congressman:

I have your letter dated October 16th, protesting against the regulation compelling the landing at Ellis Island of second class passengers arriving at the Port of New York, for examination, and beg to advise that the order has been revoked for the time being, as the Secretary has decided to appoint a commission to investigate the matter and report to him.

Respectfully yours,

EXACT COPY AS SIGNED BY LOUIS F. POST
MAILED 10/20 BY

Assistant Secretary.

WW/ABV.

No. 53438/15-A October 20, 1915

The Honorable,
The Secretary of State,
Washington, D. C.

S i r :

Under date of October 16th, the Norwegian Minister at this Capital addressed a letter to the Secretary with reference to a recent requirement by this Department that second class passengers arriving at the Port of New York be taken to Ellis Island for examination, and I have the honor to request that the Legation be advised that this regulation has been revoked for the time being, the Secretary having decided to appoint a commission to investigate the matter and report to him.

Respectfully,

10/20 R.
Assistant Secretary.

WW/ABV.

Continuance of

J3438

15A

Heretofore

U. S. DEPARTMENT OF LABOR
BUREAU OF IMMIGRATION

NO. 53438

SUBJECT This file contains "Report of the meeting of the Committee to investigate the question of bringing Second Cabin Passengers to Ellis Island for inspection," held at Ellis Island, N. Y. H., January 24, 1916.

15-C

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CONTINUED UNDER

53438

15-D

HEREAFTER

MEETING OF

COMMITTEE TO INVESTIGATE THE QUESTION OF BRINGING SECOND CABIN PASSENGERS TO ELLIS ISLAND FOR INSPECTION.

Held at Ellis Island, N. Y. H.

January 24, 1916.

Stenographers: Tyler Bunce
Thos. J. Conry.

MEETING OF THE COMMITTEE APPOINTED BY THE SECRETARY OF LABOR TO INVESTIGATE THE QUESTION OF BRINGING SECOND CABIN PASSENGERS TO ELLIS ISLAND FOR INSPECTION, HELD AT ELLIS ISLAND, N. Y. H., JANUARY 24, 1916.

Present:

J. B. Densmore
A. W. Parker
Dr. E. K. Sprague
Frederic C. Howe

Mr. Densmore presided and the following testimony was taken.

- - - - - - - - -

Assistant Commissioner BYRON H. UHL, called and examined by Mr. Densmore, testified:

Q Mr. Uhl, we will ask you for any arguments or reasons that come to your mind, from your experience, as to why examination of second cabin passengers should take place at Ellis Island.

A From my personal observation the accommodations aboard the majority of the steamers are not what they should be to permit adequate medical examination. The light is often very poor and difficulties in that respect are encountered by the Inspectors as well as the Doctors.

It frequently occurs that there are such a number of cabin passengers to be inspected that the inspection of the first cabin passengers is merely nominal and one doctor is considerably delayed in examining them through the inadequate facilities accorded him. The medical force is limited in number and in order to cover all the ships as they arrive it is necessary for one of them to go from a ship where he has passed aliens to another ship overland. Thus, examination must necessarily be more or less hurried, and that is also true as to the other inspection as well. Those that are eligible to land are brought ashore at the piers and they are there subject to the solicitations of runners of all sorts, such as for the exchange of their money, or to go to various boarding houses or hotels. It has heretofore been the practise to supply second cabin passengers with orders for third class rail transportation, and these orders are not honored except at Ellis Island. We know from experience that these people have been compelled to transfer their baggage overland at their expense, and often families in which there were a number of children it has occurred that they had to go to a hotel over night at considerable expense and then have their baggage transported overland and then to the island the following day. In so far as the control of the

pier is concerned it is not a matter over which the local authorities can exercise sole jurisdiction, because a number of the steamers dock in Jersey, over which the New York Authorities have no control.

Q Provided the second class aliens were entitled to land at the pier after examination that is given them now, and assuming that that is thorough, what is the interest of the Immigration Service in the alien after he lands?

A To protect him from fraud and loss as specified in the statutes.

By Mr. Parker to Mr. Uhl:

Q Mr. Uhl, I don't know that I exactly get the point that you make in the difference in jurisdiction - you mean that the aliens who come here on the second class ticket exchange that ticket here for reservations West on a different class?

A Exactly, that in second class passengers who have secured abroad or have xxxxxxxx had an order sent them for transportation, or they go on an immigrant train.

By Mr. Densmore to Mr. Uhl:

Q Mr. Uhl, assuming that it were practicable to make the examination of second cabin passengers at the pier, with the proper facilities, would you still be of

the opinion that the Immigration Service has an interest in them after they are discharged and that they should still be protected against loss?

A It would depend entirely upon how much force you choose to give that clause of the law. It is my opinion that we should protect them more and not turn them over to the mercies of these various sharks.

Q Would they be turned loose to the same dangers if the examination was xxxxx conducted at the piers?

A Yes, they would have no more protection then.

Q What is the measure of protection for the steerage passengers who are discharged from Ellis Island?

A They are transported direct from Ellis Island to their railway station and the sharks cannot get in contact with them. They are taken to the railway station and detained in the Immigrant Waiting Room until their train is made up for them.

Q Some years ago as I remember it, we had a great deal of trouble with that feature - they were delayed long periods of time after they were taken to the waiting rooms. Does that situation still exist?

A Not to the same extent. If they run a special train that train goes at a certain hour and the alien has to wait until the train is ready. If you recall the

result of investigations made under Mr. Williams and Mr. Watchorn, the waiting rooms maintained for immigrants were materially improved. I understand there is room for improvement even now in that respect, but they are much better than formerly.

Q Mr. Uhl, referring to the ninety odd percent. of steerage passengers who are admitted through Ellis Island, what number of these steerage passengers go out of New York on these immigrant trains or other trains immediately. I am assuming that you exercise a certain authority over these people until they get on the trains?

A I cannot tell, as we have no authority over the depots.

Q Where does the protection from fraud and loss, as far as the Immigration Service is concerned, end for the steerage passengers?

A It ends when they leave this station, but the representatives of the Service frequently go on these barges to the different railway stations and see what goes on there, although they are not then in our custody.

Q Mr. Uhl, will you outline just exactly what happens to say five hundred steerage passengers who arrive on some one of the lines and are all brought to the

Island for examination, until you lose track of them all together? You may omit the inspection here beca use we understand that.

A Those who are going to western points have their cards marked "W" in the Inspection Room and are sent down to the Railroad Room and there exchange their money and then go the ticket counter and exchange their orders for transportation or buy tickets, as the case may be. Then they go the waiting room until a barge is ready. Those going on certain roads, such as the Jersey Central or roads leaving from the Jersey Central Station are ticketed or tagged "1", being the first stop of the barge, those going to the Pennsylvania Station are tagged "2", to the Erie "3", to the Lackawanna "4", the West Shore "5". Their baggage is then checked for them if it can be chacked. It is put on the barge with them and seen that it is taken in charge by the representatives of the railroads concerned. If the train is ready upon arrival at the station they are put aboard, if not they are put in the Immigrant Waiting Room.

(Mr. Parker requests Mr. Uhl to explain the process followed in the case of second cabin passengers.)

A Assuming, of course, that he is eligible to land, he and his family are discharged at the pier and

if they insist on going third class they have to get their baggage, hire it to be taken to the barge office. Sometimes they are forced to remain in a hotel over night and at considerable expense. It is here that they come in contact with the sharks and runners of various kinds. If they do not want to wait they can have their third-class transportation order exchanged for first class and pay a commission of ten per cent. on the original third class order.

By Mr. Densmore to Mr. Uhl:

Q Have you any knowledge of what percentage of second cabin aliens are supplied with third class transportation?

A (Mr. Howe reads) "During the sixteen months prior to October 31, 1915, 3,100 passengers arriving in the second cabin of various steamships had to come to Ellis Island to exchange their orders for third class tickets."

Q Mr. Uhl, eliminating that objection, which seems to have some merit, what other objection occurs to you as to the present method of landing second cabin passengers at the pier?

A Nothing very specific, except that in certain classes of cases they would be open to solicitation; young women unaccompanied could be decoyed away.

I don't know of anything specific, only what I have mentioned.

Mr. Howe states:

It is to the interest of the hotel people and the runners of the boarding-house keepers to keep them there as long as they can, not to give them information that helps them. Once they get away from the steamer no one has the means of helping them. In the ordinary times the average is 150,000 per year. In 1914 179,000 were so landed.

(In reply to a question from Mr. Parker, Mr. Uhl states that aliens would be treated the same in the second cabin as in the steerage if brought to Ellis Island.)

By Mr. Densmore to Mr. Uhl:

Q Mr. Uhl, isn't the real reason for this order the alleged fact that aliens who are inadmissable are permitted to come in because you cannot make the proper inspection of second cabin passengers?

A To my mind that is the important part.

Q You consider that more important than the fact that they may fall into distress?

A I should not say more important, but equally important.

Q That is a matter of enforcing the law isn't it?

A Exactly.

Q Have you any available statistics or have you any knowledge as to how many and what class of aliens who are inadmissable are gaining admission by coming as second cabin passengers?

A You can only base your estimate on that, there is nothing exact. The only thing is to take the number of detentions of the second cabin and the experience of the officers as to the class of people who have come in the second cabin during the last few years and compare it with the steerage passengers.

Q Let me ask you Mr. Uhl, what is your knowledge of the steamship companies urging immigrants to come second cabin on the ground that the inspection is not so severe and that they are more likely to be passed than if they come as third-class passengers?

A I cannot give you specific instances without looking through our files. We have had statements made to that effect but it is more or less general knowledge. One of the steamship representatives said to me here at this station, "What is the use of them sending second cabin ~~business~~ tickets if everybody is brought to Ellis Island?" That was the Representative of the Greek Line.

(Inspector Peter Donohue, present as a witness, states: I hear that statement repeatedly at the gate, Mr. Uhl.)

Mr. Uhl states: There are a great many instances which we could find if necessary. It is generally known here.

Mr. Densmore to Mr. Uhl:

Q What is your knowledge with regard to the allegation that an unusual number of prostitutes and persons who fall within the immoral class come to this country believing they are less likely to be detected by an examination on shipboard than they would be in an examination at the station?

A I have no specific knowledge of that.

By Mr. Parker to Mr. Uhl:

Q You would say that is a matter of general report?

A I understand Mr. Howe received a report to that effect, but I cannot recite specific instances.

Q Do you suppose specific instances could be found?

A To determine that it is necessary to make an investigation of the red light district at the present time, locate the recent arrivals and inquire how they came.

Mr. Peter Donohue states: "Town Topics Magazine" makes a statement to that effect.

By Mr. Densmore to Mr. Uhl:

Q What percentage of second cabin passengers are now held by the boarding inspectors?

A I cannot give you the figures, but I will get them.

(Stenographer is instructed to enter the figures in the record. The official figures follow:

	SECOND CABIN. Arrivals	Temp. Det.	S. I.	Total Detained
Fiscal Year 1912-13	168,994	4,318	7,473	11,791
" " 1913-14	172,613	4,422	7,156	11,578
" " 1914-15	71,632	1,442	3,031	4,473

Percentage of alien arrivals detained 1912-13 - 6.9

" " " " " 1913-14 - 6.7

" " " " " 1914-15 - 6.2

By Mr. Densmore to Mr. Uhl:

Q What is the average time that an alien spends at Ellis Island?

A One who is not detained?

Q Yes?

A It would depend somewhat on the number that are landing.

When there are several thousand in a day the railroad people will take them as soon as one boatload is ready, but from the time when they enter the medical inspection to the time they enter the railroad waiting room I should say about an hour, approximately, that is, one hour to be ready to go out. If there are not enough to fill a boat they may be kept waiting two or three hours instead of being taken at once.

Q Does it never occur that they are detained over night?

A Those who are eligible to land, no. We complete the primary inspection of all those who are delivered here daily. The only ones who do not go on that day are those that are temporarily detained or held for special inquiry or placed in the hospital.

Q Mr. Uhl, do you think that the difficulties surrounding the cabin passengers who are now discharged at the pier would be obviated if a police officer or two were stationed at the gate as the aliens pass off the dock, available to give the alien any information that he wants, directions, etc., and to guide him in some manner?

A I think that would be very inadequate protection. There are very few police officers who could converse with these people, and with the mass of people passing out of the gates it would be an impossibility for one man or two to properly advise all those who are passing out.

Q Do you think that the establishment of an information bureau with some one who could speak their language at the pier would help that difficulty?

A It might relieve it to a certain extend but I don't think it would remove it.

By Mr. Parker to Mr. Uhl:

Q Then you think the best way to keep the alien from being fleeced is to keep him from the fleecers?

A Exactly.

By Mr. Densmore to Mr. Uhl:

Q I would like to develop the necessity for an order of this kind on the ground that it is necessary in the administration of the Immigration Law as a matter of inspection and as a matter of the admissability of the aliens. I suppose the Immigration Service is concerned in how they are treated after they land, but I think primarily

you should have more substantial grounds for an order of this kind, and if possible, I would like to develop the absolute necessity for the establishment of this practise for the purpose of administering the inspection of the Immigration Service.

A I have already touched ~~upon the pressure~~ upon the pressure upon the medical examiners, referring to normal times of course. The crowded condition of the cabin makes it impossible for our inspectors to transact their work in an orderly way; the aliens who have not yet been examined are put on their guard by the questions which they hear asked the preceding immigrants. As to the medical examiners, Dr. Sprague can give you more information than I, of course, but there any number of incidentals which make it less adequate than the Ellis Island inspection.

Inspector Patrick Donoghue called and examined by Mr. Densmore, testifies:

Q Mr. Donoghue, you are familiar with the boarding work?

A Yes.

Q Will you state what is the average time between the time you board the vessel and when she ties up at the pier?

A That depends on where the vessel ties up. The Fabre Line, the Norwegian Line and the Russian-American Line ships leave Quarantine and go to South Brooklyn. It takes them probably twenty minutes or half an hour to be tied up from the time they pass Quarantine. Take the other lines, it takes them from an hour to an hour and a half from the time they leave Quarantine until they are tied up, depending upon the speed of the ship. Take the vessels of some of the Italian Lines which dock at 34th Street, it takes them a little longer. Those docking at Hoboken it takes from an hour to an hour and three-quarters.

Q Would you say the general average would be one hour?

A It would be a little more than an hour for all vessels going past the battery here.

Q How many officers are there in your boarding crew usually?

A At the present time we have sixteen inspectors and during last Summer we had on some days but ten.

Q How many in normal times?

A Previous to the war we had our greatest number, nineteen inspectors, exclusive of Mr. Dobler.

Q What examination, if any, do you make of the first cabin passengers?

A Since three years ago, or four, I don't remember which, but a short time before Mr. Williams' term had expired he issued an order that all passengers be examined. Since that time we have examined all first class passengers, except on rare occasions when we didn't have a sufficient force to do so, as has been on days when we had several large ships well loaded.

Q Do you make an examination of first class passengers now?

A Yes. The usual procedure is to give one man the citizens. He takes these and as quickly as he is finished he goes to the second cabin. In the majority of cases the doctor remains in the first cabin with the inspector and sits alongside the inspector at the table and watches the first cabin aliens as they come to the inspector. On English-speaking ships very seldom will a medical officer make an examination of the first cabins, as is made in the second cabin. The inspectors examination is not as much in detail as in the second cabin, because the men feel that they can size up a man, whether he is really a first cabin passenger or not. They don't follow the money qualifications as close as in the second cabin.

Q Do you have any regular set of questions that you ask first cabin aliens?

A Of course the procedure is pretty much the same as for others. They ask the name, destination, business, address, whether or not they are accompanied by any one, if they have any reason to suspect the C. L. clause they question them along those lines, but usually from the man's answer to the question as to his business tells whether or not they should follow that line.

Q Detail the examination of a second cabin passenger?

A That is usually held in the second cabin dining-room. As soon as the inspector gets his papers from the purser he goes to the captain and gets him to swear to the manifests and then the doctor swears to his signature, and after the plan of the first cabin examination the man goes on with the second cabin. In some cases we start a man in the second cabin to discharge citizens pending such time as the doctor comes from the first. As has happened in some cases we have had two doctors on the ships. As soon as the second cabin sheets are distributed the inspectors pick out a place in the dining room where they can work conveniently. The men who have

been there in the Boarding Division any length of time pick out a corner; in the corner you cannot be crowded as you would be in the middle of the room. Most of the inspectors see the purser or the chief steward and give him orders to have the stewards assist in lining up the passengers as they come to the inspectors, but it is not always done by them. Stewards are expecting their tip from the passengers and they will not do anything to jeopardize the possibility of getting a tip. The passengers, crowding around the inspectors as they do, hear the questions that are asked the persons who precede them.

Q Has there ever been any attempt to regulate that?

A Yes, I have tried to do it. Mr. Dobler has tried to do it. In fact, I have told some of the men if I were in their places and could not get order and assistance from the steamship people, I would discontinue the examination of passengers until such time as there was order. The men feel that they have got to do the work and they do it as best as they can under these circumstances. Some of the steamship people are very glad to help and others are not.

Q What is your judgment, Mr. Donoghue, from your experience as an inspector in that line of work as to the thoroughness of that inspection?

A The Medical inspection cannot be as thorough, but aside from that the examination in the second cabin is as thorough as it is here at Ellis Island in the steerage, with the exception of interpreters.

Q What is your opinion of the facilities aboard the ship for examination?

A Very, very poor.

Q What respect was there crowding of the passengers that you mentioned?

A

A That, of course, is the main objection. The rest of it we could get along with. While the light very often is very poor we could get along with the facilities offered us for examination as they are now. Of course they are not nearly as convenient as they are here.

Q What would you want to do in that inspection that you cannot do now?

A The main things would be to have interpreters and order in the cabin, which you don't get under the present conditions. In other words, instead of having the same inspector handle three sheets, containing thirty names, ninety people, crowding as closely as they can and listening to every

question, those passengers should be compelled to come up one by one so that the examination would be semi-private.

Q If that could be done what else is there that you would want to do in the examination that you cannot do?

A I don't know as there is anything, so far as the actual examination under the law goes.

Q You say that if the aliens were brought up one by one the examination would be as thorough as you could have over here?

A I think so.

By Mr. Parker to Mr. Donoghue:

Q How about the length of time permitted for it as compared with the length of time that is allowed over here in the Inspection Room. Does the limit of an hour enter into the proposition?

A It does, necessarily, in normal times for the primary examination.

Q Does the inspector feel that he must get through during that hour?

A No, he doesn't feel that he must, but that it is desirable that he should.

By Mr. Densmore to Mr. Donoghue:

Q You have had some experience in the Registry Division?

A Very little.

Q Are you familiar with the examination there?

A Yes.

Q What do you think with regard to the time consumed here at Ellis Island as compared with the time that you consume in the primary inspection of the second cabin passenger on board the ship?

A It depends entirely upon conditions.

Q Speaking of normal times?

A In normal times I doubt if there is but very little difference between the time consumed on board the ship and at Ellis Island. When they are handling five thousand a day here the inspectors must necessarily work very fast here, I think probably as fast as we work on the ship. We have to work somewhat faster to handle the same number of passengers for the reason that we have extra details of work in the Boarding Division; we have confidential notices for instance, which we personally have to look up. These are issued to enable the inspector to find various persons coming here. In the Registry Division the individual inspectors do not look these up.

By Mr. Howe to Mr. Donoghue:

Q How about your interpreters on board ship?

A For the last two years we have had one interpreter assigned to the Boarding Division.

By Mr. Densmore to Mr. Donoghue:

Q Is that satisfactory?

A No, it is not. We should have men who can speak the languages of the passengers coming in. At the present time we depend upon the ship's stewards and passengers for that.

Meeting adjourned temporarily at 12:15 P. M.

Tyler Bunce

Secretary.

(Continued in minutes of Mr. Conry, even date.)

ηV

CONTINUATION OF HEARING BY COMMITTEE APPOINTED BY SECRETARY OF LABOR, RELATIVE TO THE QUESTION OF BRINGING SECOND CABIN PASSENGERS TO ELLIS ISLAND, HELD IN THE COMMISSIONER'S OFFICE, ELLIS ISLAND, N. Y., JANUARY 24, 1916.

Meeting reconvened at 1:15 PM. (See Mr. Bunce's minutes, even date).

PRESENT:

J. B. Densmore, Chairman.
A. W. Parker
Dr. E. K. Sprague
Frederic C. Howe.

BY MR. DENSMORE to Mr. P. A. DONOGHUE:

Q Does it frequently happen that you have more than one ship in at a time, so that you would have to split up your boarding crew to attend to the inspection?

A Yes, very frequently.

Q What is the largest number of ships you have had at one time?

A Why I have known, in normal times, of cases where the landing of ten passenger ships would be covered on the first trip of the cutter down the bay: That is, we would leave the Barge Office at 6:30 AM. and before we returned in the evening we would cover ten passenger ships.

Q Would this work be performed by the same crew or would you have different crews?

A The force would be split up--the force would be divided. There might be a White Star Line ship in carrying 300 passengers in the cabin under normal conditions, - then about three men would have to be assigned to take care of those 300 passengers.

Q Now assuming that the examination of the second cabin passengers was to be made on the piers instead of on board ship, - proper facilities being provided therefor by the steamship companies, the same as you have here at Ellis Island, - would you be able to make those examinations with the crew that you have in normal times?

A I should think so.

Q Would not that necessitate the detention of the second cabin passengers at the pier until your crew could arrive from one pier to the other, or do you think you could give your examinations to the passengers of the ten ships on the way up the bay?

A You could cover all those second cabin passengers or most of them on board and without delay to them. It makes it entirely different to examine them on the pier: In other words, we could not do any work at all until we arrived at the pier and that would necessarily mean more delay. The men now would have practically completed their work on arrival at the pier, whereas their work would actually begin if the second cabins are examined on the pier.

Q Of course that arrangement would permot of the sending of a smaller crew down the bay to meet the liners, as we would only examine the first cabin passengers on the ship?

A Yes.

Q You would pay no attention to the second cabin passengers, and you could then examine the first cabin passengers with a smaller crew?

A Yes. -

Q Nowin view of that circumstance could you then make the examination on the pier of the 2nd cabin passengers without any undue delay to them?

A That is a condition that is entirely new and I do not know how it would work out.

When a ship leaves quarantine it takes from one hour to one hour and three-quarters before she reaches the dock.

BY MR. PARKER:

Q You have stated about the time it takes for a ship to reach the pier after leaving quarantine, and your examination is practically completed?

A That is, the primary examination. Our work is not completed when we arrive at the pier. We have to go into the cases of those detained for some cause, some are temporarily detained awaiting the arrival of friends or relatives and others who are held for special inquiry. Those cases that are held for the arrival of friends or relatives are

later disposed of, if the friends or relatives appear and make a satisfactory showing, they are released. Then if the friends or relatives do not appear in due time, those passengers are placed on what we call temporary detention cards and they, together with those passengers held for special inquiry are sent to Ellis Island in care of the steamship line.

Q Is it because of those collateral circumstances that you could not say then that the examination at the pier could not be gotten through with in approximately the same time it takes now to make it from quarantine up to the pier?

A No, as the work is very rarely completed when we reach the pier. An inspector may have completed his primary examination between quarantine and the pier, yet, he may not be able to finish his work for an hour or so after that time: For this reason, he might have 25 or 30 passengers who are temporarily detained or otherwise; he awaits the arrival of friends or relatives after the ship has docked; then he has to make out his temporary detention cards and his special inquiry cards for the passengers he is sending to Ellis Island as well as his hold up orders, so that the work is rarely completed when the ship is at the pier.

BY MR. DENSMORE:

Q By conducting the examinations on the piers you would not waste the time required in going down the bay to meet

the ships--now if the steamship companies establish facilities on their piers for the examination of those aliens, we want to get your judgment about the practicability of whether you could conduct it on the pier as speedily as you do now aboard ships, provided of course we are furnished with all the facilities by the steamship companies?

A If the facilities were put on the pier for such work, then the examination itself could be conducted just as speedily as it could on the ships.

Q Could you get from one pier after completing that examination to another pier to begin another examination and take care of all of your arrivals in time whether they were up to the maximum of ten ships a day?

A That is hard to say, for this reason, take it on Monday in normal times, we will probably have ten ships and out of these ten ships perhaps 5 or 6 are small West Indian ships, such as the Bermudian, the United Fruit boats, all of which usually require the services of one inspector to go to the pier with them, so that if you waited until you got to the pier to do the work, then it might be assumed that some of those ships would be delayed, or you would be working with the balance of the force short handed on some of the other piers. The Boarding Division is handicapped also in not having enough of Interpreters.

Q What is the trouble -- why can't you get them?

A I expect it is because the number who are assigned to duty at Ellis Island that their services are of more importance here on the Island than in the Boarding Division. They are more needed here.

Mr. Uhl explains: A Greek ship may come in to-day with say 1,000 Greeks and there may be no demand for any other language that day; next day it may be a French ship, German, Austrian or Yiddish group. I must state that the force of interpreters stationed at Ellis Island, it is barely or inadequate to attend to the Ellis Island business, much less equipping the Boarding Division with Interpreters. To properly equip the Boarding Division with interpreters we would have to duplicate the entire interpreters force.

Q Do you think it would be necessary, Mr. Uhl?

A Yes, if the examination of the second cabin passengers is to be conducted at the piers.

Q Have you recommended an increase in the interpreters' force?

A We have done so time after time for the last ten years.

BY MR. PARKER:

Q Would it be true, Mr. Donoghue, if we made this inspection at the pier, that we could not continue to use the stewards and the passengers if needed?

A You could use them, I suppose. I believe they would be willing to assist you as they do now, but it is now as

satisfactory as having Government officials attending to the work for you.

Commissioner Howe states: I believe that around that time the stewards are more interested in collecting their fees and attending the passengers' baggage than they would be by helping out as interpreters.

BY MR. DENSMORE:

Q Mr. Donoghue, regarding the class of aliens who are now arriving second cabin, are they a class of aliens that you would be inclined to admit the same as the first cabin passengers?

A No sir, and that is particularly true of the second class French line steamers, the Italian line steamers and Greek Line steamers.

Q Can you approximate the percentage of second cabin passengers who are temporarily detained and then discharged and those who are held for special inquiry? A Yes.

COPY OF STATEMENT FURNISHED BY MR. DONOGHUE:

ALL SECOND CABIN.

	Alien Arrivals 2nd Cab.	Temp. Detained.	Held S. I.	Total Detained
1912-13-Fiscal year	168994	4318	7473	11791
1913-14 " "	172613	4422	7156	11578
1914-15 " "	71632	1442	3031	4473

Percentage of Alien Arrivals (2nd cabin),
Detained---1912-13---------- 6.9
1913-14 6.7
1914-15 6.2

29 The percentage of those who are not admitted on primary

examination, in the second cabin, is approximately about twenty per cent, (20%).

Q Now, Mr. Donoghue, from your experience in that line of work, do you feel that any suggested change would result in a larger percentage of the second cabin passengers being detained for the boards of special inquiry?

A I think there would be a largeer percentage due mainly to a more thorough and complete medical examination on account of the conveniences that would be afforded the medical examiners.

Q Now, let us eliminate the medical reasons, and give us any other reason?

A One reason is that we would have more control or proper control of all the aliens: The ones who are standing back in line awaiting their turn to appear before the Inspector would not be in the same position as they are now, that is, they would not hear they would not hear the questions asked of the alien being examined as they do now, and in that way they, of course, are able to give answers which they might not give at first hearing the questions put to them.

Q Are the aliens who are in line on the registry floor able to hear the questions asked the alien being examined by the inspector here?

A Perhaps the first two or three might hear a part of

it, but those further back in the line would not.

Q Your judgment then would be that there could be no improvement in the immigration inspection provided you had supervision and control of all the aliens in the cabin, such as you would require?

A Yes and interpreters.

Q Do you feel that with a sufficient number of interpreters, having proper control of all the aliens during the examination, that that examination aboard ship is as thorough and complete as it would be over here on Ellis Island?

A When I say control I would include this, Mr. Densmore: As conditions are now, an alien appears before me and for one reason or other I do not admit him at once. In other words I do not stamp his card. I hold it and ask him to sit down. Immediately, that rouses the curiosity of the others who have not yet appeared for inspection. They inquire from one to another why it was that he was not permitted to proceed and those passengers who were in the immediate vicinity of that person when he was being questioned are apt to know why. If it is for lack of money the man says he has no money or very little, then that is the reason. If he is questioned along the lines of a violation of the alien contract labor law, they might think that is the reason-- so they form their own conclusions as to why he was told to sit down. This is the experience we have under present conditions and the same conditions would prevail at the pier unless we had a place set apart from the others for them.

Q Has there been any attempt made on the part of the boarding inspectors or inspector-in-charge of that division to correct those evils?

A The matter has been taken up with the pursers and with the chief stewards. They assist us by supplying each inspector with a steward to see that there is no crowding around the inspector, to have them come up in line but the thing is not followed out, simply because you have to depend entirely upon the steamship people to do it, and they do not always work in harmony with us. You cannot keep a number of passengers in line and do your work too.

Q You could if you had an immigrant watchman?

A Yes.

Q How many watchmen would be required?

A It depends on the number of passengers on the ship. Take the ships arriving to-day one man might be able to do it. Prior to the war, when some ships came in with about 1400 cabin passengers, then more watchmen would be required. Also the location of the dining room has a lot to do with it.

Q Is it necessary to keep detained aliens in the dining room?

A We have no other place to keep them. When a passenger is admitted in the cabin, his card is stamped admitted by the immigrant inspector and then he is permitted to leave the dining room, and those detained have to remain in the dining room during the whole examination, and in fact

remain there until they are taken from the ship to go on the pier to have their baggage examined.

Q Do you mean they are not permitted to go out of the dining room?

A Yes.

Q Who keeps them in?

A The steamship employees.

Q Couldn't the steamship employees place them somewhere else if they were instructed to do so?

A Why, I expect they could.

BY MR. PARKER:

Q You stated a while ago, Mr. Donoghue, - at least I gained the impression from what you did say, - that your experience has lead you to believe that passengers who arrive second cabin do not compare favorably with passengers arriving first cabin; I would like to have your idea as to comparison between passengers arriving steerage and second cabin--as to whether there is any great difference from the enforcement of the immigration laws between the second cabin passengers and the steerage passengers?

A It depends largely on the ship.

Q Take it on the average - what would you say?

A Take it on first class ships of the White Star and Cunard Lines and the French Line, for instance, in normal times you find a good class of people traveling in the second cabin. Then take it on the Mediterranean ships of the same

lines, second cabin, you will find a class of passengers that do not compare at all with the class of passengers on the ships mentioned, and in many cases they are practically steerage passengers.

Q Would you say from your experience since times have been abnormal that there has been no marked change in the class of passengers carried in the second cabin?

A No, I should not say there is no great difference innthe class of passengers now traveling than that prior to the war.

Q Would you say that the passengers carried in the second cabin compare favorably with the passengers carried in the steerage?

A I should say in many cases that second cabins are not a bit better than the steerage passengers, with possibly a few exceptions.

Q (By the Commissioner) What percentage of the lines would you say that is true of?

A That is particularly true of all aliens coming from Mediterranean ports.

Q Is it true of the Scandinavian Line?

A No.

BY MR. DENSMORE:

Q Those second cabin passengers that you say approximate

to steerage passengers carried by some of the ships would naturally in your judgment require the same examination, that the steerage passengers of the other ships receive, and you are not able to give them that examination aboard ship, are you Mr. Donoghue?

A Why you cannot do it with the same convenience and you lack the services of official interpreters.

BY MR. PARKER:

Q Is there any reason why, on the average ship with the proper spirit on the part of the officers of the ship, that the dining room could not be turned practically into a registry division, so that these people can be brought up between a row of tables on either side, with the inspector at the head?

A The tables are so fixed to the floor in most of the dining rooms that this could not be done. It happens frequently that we board ships during the time the passengers are at meals.

Q When you board a ship while the meal is being served to the aliens are not your difficulties increased by that fact?

A Yes.

Q And that is another phase of the matter that cannot be controlled?

A I don't know how we could control that. The passengers

are entitled to their meals at a given time and we could not expect them to give them up, and the dining room is the only place we can examine them with any facility at all.

BY MR. DENSMORE:

Q Would you feel, Mr. Donoghue, reasonably certain that your inspection could be more satisfactory and thorough aboard the boats if you had the services of a reasonable number of interpreters?

A If we could have as good order as we have on the registry floor, our own interpreters, a large room apart from the room in which we were conducting the examinations, where we could detain such persons as we wished to detain temporarily or otherwise, I do not see why the examination could not be properly done in that way.

Q Supposing when the vessel reaches her dock that the second cabin primary inspection is not yet completed, does it do right on at the pier until it is completed?

A Yes.

Q In other words, there is no necessity why the Inspector should rush the examination through in order to complete it before he gets to the pier?

A No, but if the inspection takes place on the pier instead of on board ship, you are bound to lose an hour or so in each case.

Q Will you state, so as to get it into the record, why it would be impracticable from a standpoint of time to make the examinations on the pier, as you have just stated?

A You cannot with any degree of accuracy know when the ship docks at the pier.

Q And that is one of the reasons why it would be impracticable?

A Yes. One reason why that would be so, a ship is cleared at quarantine at 12 o'clock; ordinarily that ship would be docked shortly after one o'clock, yet, that ship has from three to six thousand bags of mail on her and the mail has to be unloaded coming up the stream, and the result is that that ship instead of docking after one o'clock, docks probably around 3 o'clodk.

Q So you would not be able to determine beforehand what time you could be ready to make an examination on the pier, as you are able to determine now?

A No.

Q How would the customs examiners, Mr. Doboghue, fancy a plan of this kind?

A It would be a question about who would have the precedence in examining the passengers or their baggage. If we had the preference in handling the passengers the customs people would be delayed. Under present conditions, as a rule, 50 to 70 percent of the passengers are ready to walk off the ship when she docks and they go right to the place

indicated on the pier, where they can have their baggage examined. If we had to wait until we got to the pier, and then had the precedence over the customs people they would have to wait until we were finished our work on the pier, and if they had precedence then we would havr to wait until they had finished their work on the pier.

BY MR. PARKER:

Q The matter of distance between the piers and the possibility of making economical use of the forces, could you approximate or estimate on the difference between the present system in that regard and the one proposed?

A You will require more men if the passengers are examined at the pier for the reason that you will have to assign men to the pier to cover that ship? He may have to be assigned just to that ship and wait there until the work was finished. The men could not be distributed as they are now and make as good use of their time.

Dr. H. M. Friedman, Marine Hospital Service, is called as a witness.

BY DR. SPRAGUE:

Q Dr. Friedman, would you give the Commissioner a statement as to your experience in the service?

A I graduated in 1905, entered the Marine Hospital Service in 1907, and ever since I have been mostly attached to the Boarding Division. On an average I have boarded from 2 to 3 vessels per day.

BY MR. DENSMORE:

Q Has there been any noticeable difference in the character of the second cabin passengers in the last year--how do they compare to other years?

A I did not see any in the last year.

Q Well in the last two years?

A I think there has been some change. I might say that some of the nationalities coming in the second cabin do not come up to the standard of former years, but I cannot say that about all the passengers.

Q Will you detail your examination of the first cabin passengers?

A Usually the inspector divides the passengers, being citizens and aliens. Usually I take a seat alongside the inspector who handles the aliens; before the alien reaches the inspector I pass upon him first, and if I find him fit

in everyrespect, I stamp his card and then he goes before the Inspector.

Q Do you frequently hold aliens in the first cabin, Doctor?

A Frequently? I do not, but we do "yes."

Q Would your experience indicate to you that the first cabin passengers should receive the same thorough medical examination, or should receive a more thorough medical examination than they are getting?

A Well it always appeared to me that the first cabin were always the better class both economically and physically and there is little likelihood of that class having any serious medical drawbacks, that is the 1st class.

Q Is that the principal reason that the first cabin passengers are not so thoroughly inspected, or is it a matter of delicacy?

A Well I should say the delicacy question enters into it very largely. The first cabin usually consists of men who represent foreign governments, bankers, lawyers, and that class of people, clean cut business men. Rarely do you find any other type traveling first cabin.

Q (By Dr. Sprague) Would you say, Doctor, that the inspection of the first cabin was more superficial than the second cabin inspection?

A Yes sir. However, I feel from experience, that if I saw a man in the first cabin and who impressed me that he

belonged to the second cabin class, then that person would get a more thorough examination.

Q Does not your inspection in the first cabin go just as far towards the detection of physical defects as it does in the second?

A Yes, undoubtedly. My eyes are always open to detect them.

BY MR. DENSMORE:

Q It has been explained to us that about one hour and one-quarter of time is consumed in the inspection of the second cabin passengers from the time the officers board the ship until they finish at the pier; do you find that a sufficient length of time to make your examinations in--on the average ship do you find sufficient time to make the examination that you think should be made of the second cabin passengers?

A I have all the time I want but my facilities are very limited. It is not a question of time but it is a question of facilities. In the second class I have no facilities to conduct a secondary examination. The light on the ships is very poor.

Q The secondary examination is always conducted at Ellis Island?

A Yes, if I find some reason for holding the person.

Q Is there anything in the lack of facilities that prevents you from conducting or making a thorough medical

examination?

A Yes, the lighting facilities, etc.

Q Will you outline briefly and in detail your primary inspection of steerage passengers here at Ellis Island?

A The steerage passengers are placed in line on entering the building by an attendant, who stamps their cards with the Marine Hospital Service stamp; then they are passed on to the Medical Officer, who stands a few paces away from the head of the line and he examines them for physical defects as they pass him; then a few more paces away is stationed another medical officer who examines them for medical defects and he is assisted sometimes by an interpreter, and at the head of the line another medical officer is stationed who examines their eyes, throat, nose, ears and head. Those who are not passed by the medical officers are placed to one side and are subsequently given a thorough medical examination.

Dr. Sprague States: All immigrants now arriving are turned to one side for a thorough examination. When the doctors are too busy to do that, that it is impossible to do it for one reason or other, then the method which Dr. Friedman gave you is followed.

BY MR. DENSMORE:

Q Do you make the examinations alone, Doctor?

A Yes, ordinarily, unless there are too many passengers in the first and second cabins.

Q Are you satisfied that it is impossible to make as thorough a medical examination aboard the boat, that is primary examination, as is made here at Ellis Island?

A Taking all the circumstances in consideration I believe that is so.

Q (By Dr. ~~Frie~~ Sprague) Is it not a fact, Doctor, that your work aboard ship is limited to inspection?

A Yes, practically. It is out of the question to make a secondary examination as the facilities are limited.

BY MR. DENSMORE:

Q You are unable to detect without examination such defects as valvular disease of the heart, physical defects, hernia, pregnancy-?

A Physical manifestations may give you a clue to work on.

Q You would not be inclined very often to hold a man for secondary examination on your suspicion?

A No unless the passenger did not look well enough to me physically.

Q You are satisfied that there are a great number of steerage aliens who are held here for secondary examination that you would not hold on the ship?

A That I would not likely hold.

Q For the reason that you have two doctors here to examine them on primary inspection?

A Yes, two and three. The secondary examination of a passenger aboard ship may take 2 or 3 days, whereas it would take only a few minutes on Ellis Island.

Q Have you any objection to the examination of passengers on the various piers?

A It would be out of the question to conduct an examination on any of the piers at the present time. In the first place you would have to have a private room for the secondary examination, would have to have matrons and attendants, and I do not believe that the piers have any such facilities--some of the piers are regular open barracks and poorly lighted.

Q Doctor, what percentage of the passengers are female?

A Less than half. At the present time they are by far the greater number. In ordinary times I would say between 30 and 35 per cent.

BY MR. HOWE:

Q Doctor, are you troubled by the crowding of the immigrants in your medical examination?

A I should say so. The steamship stewards try to stop them from overcrowding.

BY DR. SPRAGUE:

Q What has been your experience with getting the stewards and attendants to assist you, has it been satisfactory or otherwise?

A It has not been satisfactory, but the Chief steward is willing enough to supply the men if they have them to spare. It is usually difficult to get an interpreter on the steamers. Very often I have to send mental examination cases here for no

reason only because I could not get an interpreter.

Q Can you give any estimate of the percentage you hold for secondary examination on board ship?

A That would be rather hard to say: I have to qualify it by saying it depends on the number of passengers --out of 300 passengers I might hold ten out--it depends entirely on the class of people.

BY MR. DENSMORE:

Q Are you able to develop enough by your questioning of the aliens as they come into the dining room to satisfy you as to whether you should hold them for any mental defects?

A Well, if I can speak to them I am satisfied, but if I cannot speak their language I am in doubt.

Q (By Dr. Sprague) You are familiar with some languages are you not?

A Yes, I speak German, Hungarian and I have a working knowledge of Italien and French.

BY MR. DENSMORE:

Q A mental defect that you could detect were you able to converse with him, you cannot get unless through an interpreter?

A No.

Q And you would not like to hold these people unless you had something tangible to hold them on?

A No.

Q Doctor, has there ever been any representations, vigorous or otherwise, made to the Steamship Companies relative to a proper place for you to conduct your examinations?

A Yes, one was made about 7 years ago and we were furnished with drop lights, but they did not meet the requirements.

Q Are there any ships now, Doctor, that refuse to give you a proper place to work and the facilities that you ask for?

A I do not think they refuse if asked, except one line.

BY DR. SPRAGUE:

Q Do you have to conduct many examinations by artificial light?

A Yes.

Q Do you consider the examinations done under artificial light just as efficient as when done in the daylight? A

A I do not.

BY MR. DENSMORE:

Q Could the medical inspections aboard the boats be improved if you were given a suitable place of your own selection?

A. Yes. The action of the light on the vision could be tested.

Dr. Sprague States: In the regular routine examination our former percentage of certificates issued for those examined, or for the fiscal year, 1914, was 2.29 per cent. That inspection was made under the best possible external surroundings. By submitting the alien to a thorough examination the percentage of certificates was raised to 9.37 per cent. Now under the best conditions obtainable aboard ship, it is not to be expected that the inspecting officer can equal the percentage obtained on the line in this building, and from the evidence that has been developed it would appear that the second cabin passengers require practically as complete an examination as the steerage, and that being the case an equal or larger multiplication of certificates might be expected if the examination is enforced. I will say that the percentage of (.37 covered the examination of about 15,000 aliens.

MR. DENSMORE TO DR. SPRAGUE:

Q Have you a record of the percentage that are held on primary inspection on the boat including those subsequently released?

A No, the medical officer on the boat does not keep any records of those whom he holds and subsequently releases. We have a record of all who come here to this office

BY MR. BARKER:

Q (To Dr. Friedman) Is there any method in vogue on board ship by which you can be certain that all alien passengers have been medically inspected?

A The only certainty is when told so by the examining inspector. Before the immigrant goes to the Inspector I indicate on his card that he has been examined and the inspector will not pass him unless his card is stamped by the medical examiner. However, an alien can be examined twice without being detected. An alien who knows he will be rejected by the medical officer can induce a sound alien to come before the doctor the second time for examination and then turn his card over to him.

Q In other words there is no way by which you can arrange the aliens, in the way of checking them off, so that you cannot be certain that one alien is impersonating another?

A No.

BY MR. DENSMORE TO MR. BAKER:

Q Give us your idea as to why the Department should authorize the Commissioner to issue such an order for the transfer of the second cabin passengers over here?

A Mr. Baker states: In my judgment many of the ships carrying second cabin passengers are so constructed that they would not lend themselves to the readjustment and

renovation that would be necessary to afford reasonable and adequate facilities for proper inspection aboard. A great many of the ships which carry the largest number of second cabin passengers have such small dining quarters, - which by the way is the best suited room aboard the ship for inspection, - that they do not afford seating facilities for put a percentage of the passengers that are likely to be held awaiting friends or relatives at the pier or for the purpose of being transferred to Ellis Island.

The inspectors are unable to proceed, in many instances, because of the fact that the ships leave quarantine during meal time when out inspectors board it is expectdd that they will proceed with the inspection. It frequently happens that only a small portion of the dining rooms are available at that time. Aside from this congestion, the steamship officials permit their agents, missionaries, society agents, railroad representatives and others in the cabin during the time the inspection is taking place, and although these officials may not directly interfere with the inspection work, yet, their presence there add to the congestion and confusion. It frequently affords opportunity to counsel with aliens and, if not directly, to at least put them on guard so that they answer questions put by the inspector in a different manner than they would if they had not been coached.

So far as the possibility of preparing the various steamship piers for the conducting of inspection work is concerned, in my judgment it is impossible. The only piers at all available are those of the Chelsea Improvement. I should say that the Hamburg American Line piers are wholly unfit for this work. I do not know of any piers in such a condition as the Hamburg piers in Hoboken, piers B & C, Jersey City, and Pier 33, Brooklyn. They are, in my judgment, unfit for any human being to be employed upon.

I also want to say that if it were feasible to conduct the examinations at the piers, it would undoubtedly require a greater number of inspectors to inspect a given number of passengers than would be required to do the same work on board ships. One reason why this would be so is the great distance that the officers would have to travel in getting to and from the various piers. Also that it would be necessary to assign officers to those piers a reasonable length of time ahead of the possible docking of the ship and if by chance, as frequently occurs, the ship was delayed in docking those men would be idle the length of time it required to dock the ship.

BY MR. PARKER:

Q Now, Mr. Baker, in the course of a year's business wouldn't that be taken care of or evened up by the fact that if the ship is delayed in docking the inspector is on board as

under present circumstances?

A Yes.

Q Supposing he got through on board the ship?

A That very seldom occurs, because as pointed out by Mr. Donoghue if the primary work was completed he has a great deal of other detail work to attend to. If he was delayed on the boat he could utilize his time, while if he were on the pier awaiting the docking of the ship he would be losing time.

On Board the ships while at the piers there is also opportunities for unscrupulous persons to come in contact with the immigrants, to exploit them in one way or other, directing them to the wrong depots, , effecting their admission and things of that sort.

I believe the strongest protest against bringing second cabin passengers to Ellis Island for inspection shall come from those who operate hotels along the water front and who want to have them in their clutches.

BY DR. HOWE:

Q Will you differentiate between the lines very much, Mr. Baker?

A A great deal--the Scandinavian Lines carry in their steerage passengers who are superior in many ways to the second cabin passengers of many of the Hamburg ships, many of the Italian and Mediterranean Lines, and I believe they would

compare favorably with the passengers carried in normal conditions by those so-called One Class Ships of the French Line.

Q Do you think we could adopt a regulation covering a certain class of ships for the medical and primary inspections of second cabin passengers aboard ship, which would solve this problem--could we make regulations as to what kind of cabin passengers--?

A I am not prepared to say we could.

Q You do not think we could say to some of those SS Lines that as long as they have no proper place for the examination of 2nd cabin passengers on board ship, you must bring your passengers to Ellis Island and to the other ships you need not bring them?

A Under certain conditions that can be done--it rests with the individual inspector.

Q I don't mean by instructions from an individual inspector -- I mean by an order issued from this office?

A Yes.

Q Second cabin passengers on board ships will not be inspected thereon unless the following requirements are complied with (The requirements to be enumerated). Would that be possible?

A Yes.

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---Mr. P. A. DONAHUE was asked for an expression of opinion by Mr. Densmore on the second cabin matter and he stated: That he was only three weeks attached to the Boarding Division looking after second cabin passengers who carried steerage tickets covering RR fare from New York and which are exchanged at Ellis Island, that he was on this work with Mr. Donoghue, and that the report, covering the result of their investigations, is on file in the Commissioner's Office. ---

BY THE COMMISSIONER:

Q (To Mr. Donahue) What is the charge for bringing a piece of baggage from Hoboken over to New York?

A There does not seem to be any stated amount, approximately, I should say 60 cents. (Mr. Baker states, the charge is $1:25 to the Battery).

Q How many pieces of baggage will an ordinary immigrant have to transfer?

A Two good sized hand grips. His trunk is usually checked through on his RR ticket.

The Travelers Aid Society do excellent work in looking after the immigrants, but I have seen as many as 10 and 12 turned over in one night to the woman over there.

Meeting adjourned 4:20 PM. 53 Thos. J. Conry, Secy.

HEARING

BEFORE COMMITTEE TO INVESTIGATE THE QUESTION OF BRINGING SECOND CABIN PASSENGERS TO ELLIS ISLAND

held

at

ELLIS ISLAND? NYH

January 25, 1916

Stenographers O.P.Stooks
I.J.Goldfarb

HEARING HELD BEFORE COMMITTEE APPOINTED BY THE SECRETARY OF LABOR TO INVESTIGATE THE QUESTION OF BRINGING THE SECOND CABIN PASSENGERS TO ELLIS ISLAND FOR INSPECTION, - AT ELLIS ISLAND, JANUARY 25, 1916.

PRESENT WERE

J. B. DENSMORE
A. CAMINETTI
F. C. HOWE
E. K. SPRAGUE
A. W. PARKER.

By Chairman Densmore:

I will briefly outline the purpose of this meeting by stating some time ago the Department of Labor promulgated and order requiring all second cabin passengers to be transferred to Ellis Island for examination. There were prelimenary hearing upon the protestations of steamship companies and others interested and as a result of those prelimenary hearings before the Secretary, he decided to have the matter investigated somewhat further. For that purpose he appointed a committee to hear the arguments against the order. He has appointed myself, representing the Department, Mr. Caminetti, Mr. Parker and Commissioner Howe, representing the Bureau of Immigration, and Dr. Sprague, representing the Public Health Service. We believe at this time that the order already promulgated but temporarily suspended, is a matter of tactical good to the administration.

We call upon you gentlemen to give us your side of the case in opposition to the enforcement of the order. I expect there will be, from the audience gathered, a number who want to express themselves. I would ask you to be as brief as possible and suggest that some of the Congressmen present let us hear from them first and then follow with the business people who may desire to get away.

CONGRESSMAN JOHN J. EAGAN:

Gentlemen, I appear here in the interests of the City of Hoboken, which will be fatally affected by the ----

CONGRESSMAN HAMILL:

If it would not be breaking in on the procedure of the Board, wouldn't it be well for somebody representing the administration to tell us the reason for the order and the good that is expected to come of it.

CONGRESSMAN EAGAN:

I think it is a good proposition. I had intended to ask that, but did not.

BY CHAIRMAN DENSMORE:

I had supposed that matter was all gone over at the other meeting.

BY CONGRESSMAN HAMILL

I was not at that meeting.

By CONGRESSMAN EAGAN:

There was but a brief statement made by the Secretary

and as the result of the facts as we presented them there, he temporarily rescinded the order. Dr. Howe, I believe, did not make any statement - at least, the copy of the hearing I had did not contain any statement by Dr. Howe or Mr.Caminetti, merely by the Secretary of Labor.

By. Mr. Densmore:

The reasons are that we have found on the steamers that they have not the facilities for the proper examination, that on a great many boats you have positively no available space, light or other conveniences or facilities for the proper examination by the Public Health Service. It all must be done in more or less of a hurry and even the Immigration representative's inspection must be done in a hurry. It is done, as you gentlemen know, during the time that elapses between the boat leaving quarantine and arriving at the pier. The Immigration Inspectors and the doctors don't want to put the passengers, the public and the steamship officials to an unusual inconvenience by keeping the passengers aboard too long - consequently the inspection is very much hurried. It is not as thorough as the law demands. It does not approximate the examination that can be had at Ellis Island. The difference between the steerage t ariff and the second cabin tariff on a great many of the lines and as a general average on all the lines, is so small that many people would and do come across second cabin rather than steerage for the reason that they may get into this country without coming to Ellis Island and without the inspection that they get at Ellis Island, either by the Public Health Service or the Immigration Inspectors.

As a result the immigration law to that extent is not enforced and can not be enforced. Those are the main reasons. Are there any further reasons you have, Dr. Howe?

By. Dr. Howe:

Only the dangers to which the immigrant is put when landed any place in Hoboken, Brooklyn or New York without the facilities Ellis Island affords to him; The expenses incidental to going to hotels, transporting baggage back and forth and the opportunities for being exploited by many getting in touch with them before the get their transportation East or West. We have no control over them after they land in the country.

By. MR. [redacted]:

Is it proposed to make this order apply now to other ports besides New York or to New York only?

BY. MR. DENSMORE:

Yes, to all. To some ports it already applies.

By. MR. EAGAN:

To what ports, for example?

BY MR. DENSMORE:

San Francisco, Philadelphia, Boston and I think Baltimore.

BY MR. EAGAN:

I think we alleged in the first hearing that under the proposed order, it was discriminatory against the port of New York.

BY MR. DENSMORE:

I am not quite so familiar with the other ports. I know at San Francisco no one is discharged at the pier except first

cabin passengers. They never have been.

BY MR. EAGAN:

As I said in opening, I appear here especially in the interests of the merchants of the City of Hoboken in my district. Hoboken has been the hardest hit city in this country as a result of the closing down of the German steamship lines and other consequences growing out of the war. The statistics of the landed Second cabin passengers at Hoboken for 1915 as compared with 1914 show that there has been a falling off of 77 % to 78 % in 1915 as compared with 1914 - that is according to the figures I have here of Mr. Nyland, representing one of the steamship lines.

A number of the store keepers at Hoboken and the small hotel keepers have closed up their business. Many of them are just hanging on by a thread and coming at this time, following the past 15 or 16 months or poor business, it certainly is going to effect them very seriously. Not only them, but the large stores, the banks, the forwarding companies and everybody that depends upon this business coming into the city of Hoboken. As I said atWashington, the people of my city are just as patriotic as those of any other part of the country. We have no desire to help bring in undesirables into this country and don't want to appear as standing in the way of proper enforcement of the Immigration Laws, but we cant understand why it is not possible to enforce those laws and at the same time permit those people to come to Hoboken. We don't know why the second cabin can not be examined on the piers. We assume too, although that assumption

may not be correct, that this provision is being put into effect at this time because Ellis Island has of course very little work now as compared with the time before the present war. Is it proposed to make this order remain permanently effective after the war too?

BY MR. DENSMORE:

Yes, sir.

BY MR. EAGAN:

We think of course it is an unfortunate time as against our people - we are coming here to plead our cause from the point of view and interests of the merchant of the city who would be very much effected by it. If there is anything with regard to the police regulations or other regulations of the city of Hoboken that have been lax, we would like to know it. We are prepared, I think, to enforce them as far as it is possible to do so. Mr. Cavanaugh is here representing the mayor and to assure you that if we have not been as vigilant as we might be we are ready to be more so. We think that we have been.

There are others also here from the city - Mr. Wyatt Secretary of the Board of Trade, business men, the president of the merchants association and representatives of the steamship companies. I shall close with the statement that we hope some way may be found to make your investigation effective as intended by the immigration authoritiesand that the ends may be attained without putting a hardship upon the business of our city.

BY MR. HAMILL:

I have a few suggestions I would like to leave with the

committee regarding what I consider the unwiddom of putting this policy into operation. I don't exactly appear for any business people because they have representatives here who will no doubt present all that can be said from that viewpoint, but from the viewpoint of the public this thing is very unwise, very unpopular and very disagreeable. There are many Americans who travel second class to go over and also come back that way because it is reasonably cheap and there is dignity and comfort in traveling that way. You are going to subject those people to the same conditions, the same hardships and inconveniences that are imposed upon the immigrants coming into the country. This as I see it will be very distasteful to the people of this country. Here is what you are going to do. I, of course, know that this administration and this committee is not in league with any steamship pool, but if you were in league with a steamship pool you could not take more effective means of helping its profits along because in order to escape that indignity you will compel men to buy first class tickets, whereas under the present arrangement they can travel in confort on a second class ticket. Now, the reasons given by this committee, and of course, the committee understands that I am not referring to it personally but in an official way, and by the Department are in my judgment not very sound. The purpose, as described by the opening remarks, of the administration and by Commissioner Howe, are these - that because of lack of facilities you would make a general rule subjecting all second class passengers to this very obnoxious rule - you say that there is not sufficient time to examine these people. The same rule would hold good as to first class passengers. If you are going

to turn them over into Ellis Island, turn the first cabin passengers in too for they are just as good. I say this not in any demagogueic sense, but there are just as many of our well-to-do, careful citizens who travel second class as those who travel first class. Turn them all in.

Now the remedy for the fact that there isnt sufficient time to examine them is get more inspectors, but don't for the sake of a comparative few cases make a general rule which is obnoxious to the whole community. The purpose of the Immigration Department is to serve the people of America, to serve them by seeing that proper citizens come in, but that our own citizens are not caused trouble. Improper citizens must bear the light of the law - our own citizens must come and go in comfort.

If Commissioner Howe will pardon me, I don't think there is a great deal, if I may say it, in his suggestion for protection for the immigrant and I know the Commissioner has a genuine solicitude for the immigrant - but when he says that one of the reasons is that the immigrant has no one to protect him when he reaches Hoboken, for instance, I am afraid he is not considering the people who travel second class generally have well-to-do people to meet them when they come into America and to take care of them. Now in order to save time and not to unduly take advantage of your kindness in giving me the privilege to say these things, I want to state with reference to the inadequate facilities there is just one remedy and that is appoint more inspectors. The argument that there is no police department for the immigrant I think is met by the consideration that they have people on the other side to meet them, people in well-to-do

circumstances.

And furthermore, gentlemen, if an obnoxious rule is necessary, should we not select an opportune time for the enforcement of it. Surely at this time the inspectors and surgeons are not so rushed off their feet with work. In these times when immigration is practically at a standstill, surely at this time the Department ought not to consider the putting of this rule into practice. These are my objections to it, gentlemen. I think from the standpoint of the public it is most unpopular. I think it is justly improper and a most unwise step for this administration to take.

BY MR. DENSMORE:

I want to correct an impression - perhaps you did not mean to convey it, Congressman, with regard to citizens. Now, I take it from your remarks that you are under the impression that under this rule citizens of this country would be taken to Ellis Island if they came second cabin. That is a mistake. There are no citizens coming to Ellis Island for any examination. Citizens are all discharged at the pier. The order would only effect, as any order effects now, immigrants coming to this country and not citizens. I don't know whether you meant to convey that.

BY MR. HAMILL:

I did mean it. I am glad to know Americans are eliminated to that extent. However, my argument holds good as regards people in good circumstances whom Ijudge would have to be brought here.

BY MR. DENSMORE:

The citizens are not subject to any inspection or examination at all. They have the absolute right to come and go as they please.

BY MR. HAMILL:

Suppose say any one of us would take second cabin passage, go to Europe and come back. Where are we landed?

BY MR. DENSMORE:

At the pier.

BY MR. W. A. CAVANAUGH:

I represent the people and city of Hoboken and the City Government. Before going into detail regarding the irreparible injury that this proposed rule if put into effect, will work to the citizens of the city of Hoboken and the city in general, I want to endorse in the fullest and most absolute detail the statements as made byour representatives, Mr. John J. Eagan and Mr. Hamill of Jersey City.

Now, gentlemen, you men of the Immigration Bureau are intimately acquainted with the city of Hoboken, intimately acquainted with the population of the city and intimately acquainted with the source and means of livelihood that the citizens of Hoboken have to depend upon. What are they? There are five large steamship companies running into the city of Hoboken. At the present time two of those steamship lines are not running - the Hamburg-American and the North German Lloyds. Now, gentlemen, it is an absolute fact that 25 % of the people of Hoboken are dependent for their livelihood, men, women and children, on the revenues that accrue to them from the steamship lines in that city. If this proposed rule is to be placed in effect,

it is going to mean disaster to the citizens of the city of Hoboken and the city itself. In the city of Hoboken we have a most efficient police department. We want you to know it is but a mile square city. Almost every other person knows every other onein the city of Hoboken. There are men here to-day representing the hotels of the city of Hoboken, men of character. There are only a few hotels and the proprietors appear here before you to-day. Now Mr. Howe has remarked a few minutes ago about the immigrant being exploited in the city of Hoboken. I have practiced law in that city for the past 25 years. I appear in the Recorder's Court almost every morning and on not one case during that five years has one criminal been brought into the Recorder's Court for that offence, or in any other Court of the County of Hudson charged with trying to defraud or malign or injure in any way any immigrant that landed in that city.

BY DR. HOWE:

I said there was opportunity for that. I didn't say he was defrauded or exploited. There is opportunity for exploitation and he is put to considerable cost, trouble and delay. That is what I spoke on.

BY MR. CAVANAUGH:

But, I want to say to this Commission that we have in Hoboken an absolutely adequate system of passing upon every person that goes on the dock of any steamship company from thecity of Hoboken. We have a system there which the City Commissioners of the city have adopted - a system for licensing hack drivers, licensing porters and for licensing hotel men and their men who appear on the docks of the city of Hoboken. Rigid investigation

is made of each person who enters upon the steamship pier and who solicit notice from either the second or first class passengers who come in by those piers. Now, gentlemen, again - wehave a most efficient police department at each landing steamship in Hoboken. The chief of police has on the pier several plain clothes men. The dock employes special policemen and there are other policemen connected with the city government. This protects in every way each and every passenger landed in the city of Hoboken and it is said by the chief of police in the city of Hoboken and the department in general that interests of people landing in the city have always been amply protected.

Now, gentlemen, in Hoboken there are a number of prominent merchants - especially along River St,- along with the hotelmen, hack men, the automobile drivers and the others who depend absolutely for a livelihood uponthe passengers entering Hoboken., and I say to this Commission it is going to work irreparable injustice to them. God knows, gentlemen, this spring at the present time it is an absolute fact there are hundreds of people out of work in Hoboken. At the present time conditions are in a dire way, people destitute and if this proposed rule is going into effect, just imagine what a more disastrous condition of affairs there will be. I can say for the citizens of the city of Hoboken, for the hotel men, for the men who take the baggage from the piers, for the drivers of the automobiles and other conveyances, that they are absolutely honest and can be dependend upon. in every way to protect the interest of the passengers landed there. I ask your kind consideration, gentlemen, take mature consideration before this rule is placed into

practice because it is going to injure Hoboken more than any other city in the United States. I thank you.

By DR. HOWE:

You speak about the number of interests in Hoboken that would be considerably and irreparibly injured. Have you any idea in your mind as to the extent of this injury measured in dollars. How much is the total amount?

BY MR. CAVANAUGH:

I can't tell you offhand what it would amount to, but it would amount to this - there will be a number of porters out of business, a number of drivers of hacks and other conveyances, automobiles, etc. put out of business, a number of hotels - there are only five hotels in Hoboken. They are all representative hotels. Each proprietor of each hotel is here and he is a representative citizen of Hoboken. He would not be permitted to carry on the business if his character is not first class in every way. Longshoremen, truckmen on the dock and hundreds of other persons whom I can not think of offhand would be irreparibly injured.

BY DR. HOWE:

Haven't you any idea of the amount?

BY MR. CAVANAUGH:

I could figure it.

BY DR. HOWE:

Would it be a million, two million, five hundred thousand dollars?

BY MR. CAVANAUGH:

I should say $500 000 a year. I should like to make a

tabulated statement and submit it.

BY DR. HOWE:

There were 44,500 landed in 1914 and 11,500 this last year. You would suppose that each of those immigrants spent $10.00 or more in Hoboken.

BY MR. CAVANAUGH:

I can't say that as a matter of fact. I have no figures to base my assertion on. I should not want to make any statement.

BY MR. DENSMORE:

Mr. Cavanaugh, if you should have this information - you say the porters and automobile drivers and general traffic hands would suffer. How many porters connected with the five hotels would be in idleness?

BY MR.CAVANAUGH:

I really don't know. I can't tell offhand. The other gentlemen here can tell you that,. I can say the Commissioners look out to see that every man employed is strictly honest in every detail and have never had charges brought against any of them.

BY MR.DENSMORE:

Have you any knowledge about how many porters of the hotelmen are at the pier when each boat lands?

BY MR. CAVANAUGH:

I can not tell it offhand - I will tabulate it.

BY MR.DENSMORE:

Have you any police system in Hoboken whereby the police officer inquires of the passenger and of the alien as he comes off the dock if he can give him any assistance, any information or direction or help in selecting a hotel?

BY MR. CAVANAUGH:

Yes, sir.

BY MR. DENSMORE:

Are your porters, automobile men and so called soliciters permitted to address remarks to the passengers?

BY MR. CAVANAUGH:

They are not, sir. Every one is licensed by the police department of the city of Hoboken.

BY MR. EAGAN:

Licensed at a high rate, I think.

BY MR. CAVANAUGH:

Yes, sir - at a higher rate than any other city. They have to pass an examination before they are admitted there.

BY MR. DENSMORE:

If you are familiar with what occurs after a ship lands, I would like to get the detail.

BY MR.CAVANAUGH:

I couldn't give you that off hand. Mr. Seaschaft could give you that.

BY MR. CAMINETTI:

You state you have not figures to offer at this time. Can you prepare them and present them hereafter.

BY MR. CAVANAUGH:

Yes, sir.

BY MR. CAMINETTI:

I ask that the gentleman be permitted to prepare such figures and submit them.

Now, Mr. Cavanaugh, in case the passengers after they

were taken to Ellis Island for examination as was proposed, were afterwards landed at the pier of the steamship companies that brought them and then were at liberty to go to Hoboken or anywhere else, would that harm Hobkken any?

BY MR. CAVANAUGH:

That I couldn't say.

BY MR.CAMINETTI:

What is the difference between the present system that was enforced previous to this order or any other system that would provide for the examination of these pepple at Ellis Island and then permit them toland at the very same place that the steamship who brought them would have permitted them to land in the beginning.

BY MR. CAVANAUGH:

How would they get there?

BY MR. CAMINETTI:

That will be taken care of. I am merely asking you if after the passengers have been examined and permitted to land, they are taken back to the place where they came in from the boat and then landed, would it make any difference?

BY MR. CAVANAUGH:

That is a pure assumption. I couldn't give an adequate answer to that without cafefully considering it.

BY MR. CAMINETTI:

Do you know of any difference between landing under the present system and under that system?

BY MR. CAVANAUGH:

There may be. I couldn't go into it on the spur of

the moment.

BY MR.CAMINETTI:

I would like to have you go into the proposition at length and then report to the committee afterwards any difference under the present system and under a system which would land passengers at the same place they would have landed had this system not been put in force.

BY DR. HOWE:

I would like to ask another question. Will you please describe how it happens that this is of interest to the hotels, porters and expressmen. Just what reason is there that makes this of such interest to them.

BY MR.CAVANAUGH:

The same man - an American. I have traveled many times back and forth - 8 or 11 times as a second class passenger.

BY MR. HOWE:

You are not effected by this order. You are an American citizen.

BY MR. CAVANAUGH:

But anyone else - as an alien whether he comes first, second or third ---

BY MR. HOWE:

But what happens to the second class passengers when they land in Hoboken that makes this of so much interest to the hotels. Tell me in detail.

BY MR. CAVANAUGH:

Mr. Seashaft and other gentlemen of the Board of Trade will be able to go more into detail and give a better and more

adequate explanation of that than I. I beg to be excused.

BY MR.DENSMORE:

I don't believe that everybody has a proper impression yet about who is to be examined. The Immigration Law is not concerned with whether a person is an immigrant or not - it does not concern itself with immigrants - it is concerned with aliens.cases only. We have positively nothing to do with citizens for the purposes of the immigration law. We administer it to aliens, not to immigrants. Anybody, no matter what class they come, if they are aliens, are subject to the immigration laws, irrespective of whether they come first, second class or steerage. They have to pass the immigration inspectors. Citizens are not sugjected to any investigation or inspection whatsoever, so that they may be coming over steerage as many times as you have come over in the second cabin and you would be discharged at the pier if you are a citizen. But if an alien has come steerage, first or second cabin he will be examined under the immigration laws at such time and place as designated. I would like to get that impression clear.

BY MR. EAGAN:

I think that is generally understood.

BY MR. GARDINER:

I am quite certain that this method is not followed at Boston or Philadelphia. The only other port I know of at which it may be in force is San Francisco. I think the enforcement of this immigration rule would be an absolute discrimination against the port of New York and its environs which Hobokenand Jersey are.

BY MR.DENSMORE:

BY MR. DENSMORE:

If that is the case, we will take care of the discrimination and not permit any discrimination.

BY MR. GARDINER:

How can you prevent a discrimination if it is administered at New York and not at other cities?

BY MR.DENSMORE:

We will take care of that. We will not permit it.

BYMR. GARDINER:

If it is administered at New York and not other cities how can you take it ---

BY MR.DENSMORE:

You are assuming it goes against New York and not against other cities.

BY MR. GARDINER:

That is not clear from the beginning, as to whether it is against New York or other cities.

BY MR.CROWELL:

The order has not been issued - is there a copy of the order on which these hearings are based. At present from the statements made it seems the presiding officer is not certain about its purposes. Why should we remain in the air?

BY MR.DENSMORE:

I am perfectly sure of its purpose.

BY MR.CROWELL:

I beg pardon. I think you said "I believe it applies to Boston and Baltimore. I appeal to the record if I am correct.

BY MR. DENSMORE:

BY MR.DENSMORE:

I did not say anything about this order applying there.

BY MR.CROWELL:

I understood the chairman to state so. It left the matter not very clear.

BY MR. CAMPBELL:

I represent the Hotelmen's Association of New York City, which claims in its membership not only all the principal hotels, such as the Biltmore, Waldorf, Astor and other similar hotels, but also many smaller and more modest and moderately priced hotels and practically all the big hotels in the city of New York. As I understand this situation, having had the privilege of attending the hearing in Washington before the Honorable Secretary of Labor, this order was first made and as a result of that hearing was rescinded , and that the Secretary appointed this committee as a result of the representations made at that hearing by the steamship men. He appointed this committee to confer with the steamship men as to some practical and satisfactory way of examining the aliens who come into this country to whom this order applies. I may be incorrect in my understand, but I think it is true.

BY MR. DENSMORE:

That is part of it.

BY MR. CAMPBELL:

I am informed by the steamship men with whom I talked this morning that up to this time since that meeting in Washington some months ago, they have not been approached in any way or had any suggestions made to them in any way as to the practical working out of this new order. I may say that I understand the purpose of this order is primarily to protect the United States by

keeping out undesirable aliens and we may say secondly to protect aliens themselves when they arrive here.against improper treatment and exploitation.

I believe the statement was made that the hearing in Washington and was not there contradicted, that the order as made applied only to New York City. Whether it is true or not, I don't know but I understand there is no similar place to Ellis Island in the other ports of entry on the Atlantic coast. I may be wrong about that. If I am, I would be glad to be corrected.

As to the first point - the matter of protecting the United States against undesirable aliens - the statement was made by the steamship men in Washington that they would fit the steamers and piers with every facility possible and necessary for the thorough and complete examination of the incoming aliens. Now by that they said and I mean the primary or prelimenary examination which is necessary to be made to ascertain that there is nothing the matter. If there is any suspicions, it was suggested that suspicious cases could be brought to Ellis Island but for the ordinary man in usual good health, it would seem that the facilities which the steamship men have to offer, and they will get more if it is necessary, the same examination could be made on the second class that is made of the first class either on ship board or at the piers and not subject those passengers to the indignity and unpleasantness of being brought here - I say this with all due respect to this wonderful institution here, Ellis Island. If there are not men enough to make this examination in the time available, it is as simple as rolling off a log that more inspectors in the same time could do the work. If so,

why not spend the little extra money for those inspectors to do that work on ship board and on the piers rather than spend it for extra inspectors to doit at Ellis Island instead of on the ships. That brings me to the Commissioner's statement that this order applies only to immigrants. I take issue with him. I thoroughly understand it applies only to aliens entering the port but it applies to all aliens arriving and all the aliens that enter this port in the second cabin are by no means immigrants and when I say that, I know exactly what I am talking about, for a number of hotel proprietors in New York, running small, respectable, medium priced hotels tell me that they get a great deal of business from second cabin passengers coming into the city and they included among those members of British Parliment, preachers teachers and other professional people, for the rank of Europeahs traveling generally are well accustomed to traveling second class and moreso than the same comparative class of people in the United States. All that business would be diverted from this port. I want to quote Commissioner Howe against himself.

BY MR. CAMINETTI:

How would we divert it?

BY MR. CAMPBELL:

I will explain that in a minute. I am going to ask a questionnow. The Commissioner stated, and I assume he knows whathe is talking about, says a great many people come into the United States second class instead of steerage for the avowed and express purpose of avoiding Ellis Island, from which I gather, from his own statement, that there is a large class of people who may possible come and who want to avoid Ellis Island and to

avoid it they take the second cabin. Now, put this order into effect and those people who want to avoid Ellis Island are going to do it in either one of two ways. They are either going to come in through some other port, which is the answer to your question.

BY MR. CAMINETTI:

No, it does not answer it.

BY MR. CAMPBELL:

Or they are going to come in some other port instead of New York if they are to avoid Ellis Island. I call that a diversion of traffic from the port of New York by means of this order. I don't know what you call it. The only other method by which they can avoid Ellis Island will be what the Congressman stated - contribute more money to the cofers of the steamship company and come first class

There is no evidence here that this will apply to all cities of the United States alike along the Atlantic seaboard and because we do believe for the very reason urged by the Commissioner that a great many people want to avoid Ellis Island and are willing to take all reasonable steps to avoid that delay, indignity and treatment, we believe, our association, that it will cause a great diversion of traffic and will mean a considerable financial loss to the City - not only to the hotels but to the transit people and to all people whose business it is to cater to the traveling business. When I say that, I am not prepared to give figures. As yo u all know, the effect of such an order is entirely problematical. I couldn't give anything more than mere guess work on that point.

If that argument is met by the statement that you are going to put it into effect at all the ports of entry on the Atlantic seaboard a similar order, then I say to you that you can not put into effect such an order with regard to the Canadian ports of entry. It would be an exceedingly simple matter for these professional people who are the customers of the clients whom I represent here - these same professional people would find it very easy indeed to avoid Ellis Island by coming into Halifax, Quebec and Montreal by the most excellent steamship service which runs into the United States.

BY MR.CAMINETTI:

It would not interfere with New Yorkif after the examina tion they were permitted to land in New York as usual, would it?

BY MR. CAMPBELL:

Those that were willing to come into the United States by way of the port of New York and suffer themselves to be brought to Ellis Island and then eventually come into New York City would not be effected perhaps. To that extent it would not be injurious If men will come here, go through Ellis Island and come to New York City to our hotels and do business, we don't lose his money, but, my argument is that a large number of people wont come to New York at all by reason of this order so that in this way the men who otherwise would come in if permitted to land at piers, will not come at all. He will be going to Montred, Quebec or some other city. We will lose his business.

BY MR.CAMINETTI:

Isn't it a fact that since immigration commenced, the bulk of it has always come to New York. That is the tendency

of the people who come, isn't it.

BY MR.CAMPBELL:

I believe it is, and also that the second cabin passengers have never come here for examination.

BY MR. CAMINETTI:

What reason have you to believe that the tendency of the people coming would change?

BY MR. CAMPBELL:

The statements made by my clients, railroad and steamship men and by Commissioner Howe himself is that the incoming alien desires to avoid Ellis Island, and if he is willing to spend his money to take a second cabin passage instead of steerage to avoid it, then I say to you he is willing to come into this country by way of Montreal, Quebec, Boston or Philadelphia in order to avoid that inconvenience.

BY MR. HOWE:

I didn't say he desires to avoid Ellis Island - I said he desired to secure the easier inspection on board ship than to which he would be subjected at Ellis Island. That is the crux of that desire - it is to get through easier.

BY MR. CAMPBELL:

I didn't so understand you, but the answer to that is you can make the examination just as thorough on ship board if my good friends of the steamship lines are accurate in their statements, you can make just as thorough an examination on board ship as I have seen many times down here on Ellis Island and as is made of the first class passengers and if there are not enough inspectors, hire more.

BY MR. PARKER:

Do you think that is true of the medical inspection as well?

BY MR. CAMPBELL:

I should imagine so from what what little medical inspection I have seen on ship's board and down here. If the steamship people are willing to give you all facilities which are needed, the inspection can be made all it ought to be.

BY MR. CAMINETTI:

If the Department will enforce a rule of second cabin examination at all places just as severe as you consider it and as that which you say will be enforced here - in case that rule is applied, then your contention that the people will be diverted from New York is not correct.

BY MR. CAMPBELL:

Only with reference to this fact - my statement that there is a most efficient steamship service between European ports and Canada. You can not make an order which will have any effect on those Canadian ports.

BY MR. DENSMORE:

You are wrong about that. We do make orders there - we have Commissioners of Immigration there and they are expected to enforce our laws.

BY MR. CAMPBELL:

It hasn't been done yet, or said yet, by either you or anyone in your Department - but, if you assure the business interests of the city of New York that the same rigid examination is to be made in all the ports of entry in Canada and in

every port of entry on the Atlantic seaboard in the United States with the same accompanying delays and inconveniences, just as inflicted by their coming here, it might be true -- it might be true that there would be no appreciable amount of traffic diverted but, in the condition as we see it , we believe it would amount to a great diversion of traffic. The business interests of the great city from what information I have been able to obtain are practically unanimous in this opinion. You could make no order that would be more unpopular and make your department and your administration more unpopular than to make and put into force and effect the order which you now are discussing.

BY MR. HOWE:

You represent the hotel men,Mr. Campbell.

A The Hotelmen's Association of New York City, yes, sir.

Q Will you explain just how the hotel men of New York City are interested in the old orderrthem than the new order Why they want to land them the old way instead.

A I am afraid I have utterly failed in my argument. I thought I was explaining that. If I have not, I will try to do it all over.

Q You think this will divert traffic from New York to other ports, is that it?

A Yes, sir.

Q The second cabin as they come in at the present time go to New York hotels.

A Some of them, the class in whom we are particularly interested. That is, the thoroughly respectable,

middle class people - Europeans consisting of preachers, teachers and often members of parliment - they patronize our hotels. We get a great deal of business from that class who come in the second babin - a great deal of it. We believe we will lose it if you take it ----

Q Under existing conditions they have to go to your hotels.

A They have to go somewhere and we try to make it so pleasant for them that they will want to come to our hotels.

Q That is a necessity under the existing order - they have to go to a hotel to stay over night in order to handle their baggage.

A That depends. If they are to stay in New York and have no friends who will entertain them free, they will stay over night in hotels - they prefer to do it rather than come to Ellis Island to stay over night.

Q If they come here they will not have to stay over night. They will go right West immediately, in an hour or about that time. If they want to go to New York they can but it is suggested that they go directly. Usually about 70 % of them do that.

A If it is his purpose to avoid Ellis Island and come to New York to spend what money they might spend in going through New York and staying over - we get quite a few who travel and want to stay a few days in New York. We should lose that business. I will concede that our interest in his is a self interest, but yet those interested and others as well will concede it is anxm enlightened self interest. As to that class of whom I

speak, why should you take him by the neck, throw him on the train and say "You go West, save your money - you will need it out there." (Applause)

BY MR. HOWE:

That is the New York point of view. What we try to do is to make it possible for the immigrant to decide for himself, not take him by the scruf of the nedk and compel him to stay in the hotels of New York.

BY MR. CAMPBELL:

No man is compelled to stay in the hotels of New York City. We are not allowed to do that - to take him the way you would take him (Applause) We have to persuade him.

BY MR. DENSMORE:

I want to make a statement about the possibilities of the aliens coming in by way of Canadian ports which may change your mind. The percentage of exclusions at the port of New York is somewhere around two or three per cent. The percentage at Canadian ports, coming to the United States - any alien coming through Canada - is about ten per cent. I don't think that would be much inducement for people who are coming through Canada to the United States; do you think so?

BY MR. CAMPBELL:

To what is that attributable. Do they give a more thorough examination than you have down here?

BY MR. DENSMORE:

Exactly.

BY MR. CAMINETTI:

They have more time to do it.

BY MR. CAMPBELL:

If they make a more thorough examination is that because they are better able from the educational qualifications, more men to do it or more time to?

BY MR. DENSMORE:

They have more time. They are not obliged to take them by the scruf of the neck and turn them through at 5 000 a day as at Ellis Island.

BY MR.CAMPBELL:

If you hire more examiners, could you not in the same time examine a great many more properly.

BY MR. DENSMORE:

If you can prevail upon the Congressmen and his constituents to give us more money to hire them, we will hire more men.

BY MR. EAGAN:

It is conceded we will give you all the money you want as far as I am concerned.

BY MR. HOWE:

It is not a matter of inspection here - it is a matter of inadequate and improper accomodations on the steamships for medical examination. It is not men - it is accomodations.

BY MR. CAMPBELL:

Now you have me in a hole.where I can not answer you, but I know there are some steamship men bursting with facts.

BY MR.E. T. BORROWS:

I represent the New York Produce Exchange. It would seem perhaps that they have no interest in this matter, but whatever effects in a small way any business in the city, does effect the

whole city. If you go out in the Orange Mountains here on Eagle Rock you can look out over more homes and more people than any other place in the world. You will look out on nearly 8 000 000 people. It would seem to me that there is going to be a great discrimination against New York if this is going to be put into effect here. Your Chairman has said it is in effect in San Francisco. Anyone who has been there knows the conditions are entirely different. That I believe, to be corrected if wrong, is the only city outside of ours who have a station in the bay. The second cabin who come to San Francisco are entirely different from those who come into any other part of our country. There is no argument on it. The stations at Baltimore, New Orleans, Philadelphia, Boston Montreal and Quebec are steamship piers. You don't take your passengers from those piers, take them in the barges and then bring them back - you examine them there. If you put that order into effect in the whole country, you are discriminating against New York on the face of it. You can not put it into effect without discriminating against New York because your methods of handling is entirely different than at those ports.

You would ask perhaps why the Produce Exchange is interested in the order which would seem to be entirely between, hotel, steamship and railroad people. The shipping has built up New York greatly. The steamship lines once were going to leave New York when freight was very scant and low - then came the day when they built all the combination steamers carrying eight, ten and twelve thousand tons of freight and besides, three to four thousand passengers. That made it possible for steamship lines in very bad times at home to keep going.

Now if you are going to force those big combination ships to change their order of handling cabin passengers you can say what you please, the passenger - men,women and children - he don't care to be brought with the aliens. It isn't to be demanded, to take him away from a pier and to another boat, down to your immigrant station and then to another pier. They don't care about the examination. They don't want the inconvenience and being kept here. There is no question but that the steamship men are willing to give you room on the steamers and on the piers, which have changed in the past ten or fifteen years. Where there used to be one story piers you have great magnificent wharves,of six to eight storeis with all kinds of room. I am sure they are willing to make any kind of provision there to have those second cabin passengers examined

The question as has been raised as regards the possibilities of them going to Montreal and Quebec is a just one. Freight has been going that way from the lowering of prices - by the mere act of discriminatory duties on rates. That does not apply on this hearing but as a consequence in this way - where other ports have been given lower rates our steamship companies have been forced to start lines from other ports, such as Montreal and Quebec. Before the war the Hamburg Americap, North German Lloyds and all the I.M.M. ships had started up new lines running out of Montreal and Quebec. What did they do but go way down in our Southwest, pull up freight which ordinarily would come by way of New York or Boston and send it through Quebec. Take in Tennessee - they carried up tobacco from there through the Lakes and sent it out through Montreal

Last summer nearly all American wheat went out of Montreal. We have seen it time and time again and tried to get it come here but it went from Chicago through the Lakes and down into Canada. The year before the war I chartered the steamer Belgrade of the Hamburg-American Line. She could not get a cargo out of Philadelphia, New York, Baltimore or Newport News. I charteredher to lay from Montreal to Avermouth, at 3 1/2 cents per bushel of wheat She had to leave her, go up there, take that cargo at 3 1/2 cents for 60 pounds - that is all she could get out of it. Those are the things you have to think of.

There is identically the same class of people coming in as are going back. They may not be citizens. It is very well to say America for Americans, but, these people are the same as others who travel, they come here well educated, they come over because they want to see New York - they are educated, refined people. Do we want to see them leaving New York and coming by other ways. Do you want them to come down on the same basis as the ignorant immigrant. Why should we discriminate between second and first class passengers. We have a right to demand that our people, Government and institutions shall maintain the same considerations for all.

BY MR. CH CALLAHAN: - representing Maritime Exchange, N.Y.City:

Mr. Chairman, I want to read a telegram our President sent October 18th, to the Secretary of Labor.

Hon. William B. Wilson,
Secretary of Labor,
Washington, D. C.

October 18, 1915.

The Maritime Association of the Port of New York respectfully protests against recent ruling providing that all

second cabin passengers, other than citizens,arriving at this port shall be delivered for inspection at Ellis Island. We consider this ruling a serious discrimination against this port, as well as an injustice to second cabin passengers arriving here, and we respectfully urge that it be rescinded.

(Sgd) J. B. Morrell, President.

The Maritime Exchange embraces about 800 men who are identified with the shipping business of the port of New York. We feel that if the order is put into effect it would be a gross discrimination against the interests of the port of New York and that it would undoubtedly divert a great deal of the passenger trade to other cities and especially to Canada. We see no possible way in which the Department of Immigration could overcome that objection because conditions at Philadelphia, Baltimore and Boston are entirely different. We feel if this order is put into effect that the Department will not be troubled with second cabin passengers. It would be an easy matter in that case to examine what few might come via New York and a great majority of them would be diverted to other ports.

BY MR.BOYD O. BERRY; representing the Merchants Association of New York, 233 Broadway, New York City.

Mr. Chairman, I want to endorse what Mr. Campbell and Mr. Callahan have said.

BY MR. KAGAN:

According to Dr. Howe, in 1914 second cabin passengers totalled about 44 000. I would like to call the attention of the Boardhere to the fact that in 1911, they numbered 69,261 according to my figures and in 1912, 75,651. In 1913 there were 88,171. In other words in 1914, a year in which were 5 months of war, they dropped from 88 to 44. Comparing 1915 with 1913

there has been a falling off of about 90 % in the second cabin passengers coming into Hoboken.

MR. R.D. WYATT, Hoboken Board of Trade.

I represent almost 4 000 business men in Hoboken. I take it they want to know what effects their business. They are strongly opposed and directed me to enter serious protest against the promulgation of this order. We really do not understand why you ~~xxx~~ make a discrimination as to second cabin passengers. We think they are more nearly like the first cabin passengers than the steerage and apparently you think they are more like the steerage. We can not agree with that. We think too that this order is intended for New York. It is my understanding after having read the minutes of the previous hearing. It was there said and without being contradicted it did not apply to Philadelphia or Boston. That may be incorrect, but it was not contradicted.in that hearing. If that is true, it is discriminatory against New York, Hoboken and Jersey City. Our interests would be seriously effected - the merchants, transfer and hotel business will be disasterously effected if this order is promulgated. We think that it is an imposition on the second cabin passengers who are of the professional class mentioned here by Mr. Campbell and even embrace members or parliment, students, teachers, etc. We consider that those people are of such a class that they are nearly like the first class passenger. If you make this apply to the second cabin passenger why not extend it ~~xhxx~~ to all, indluding the first cabin alien as well as the second. We want to seriously

protest against the order.

BY MR. F.S.GARDINER, representing the New York Board of Trade and Transportation.

Most of the ideas, Mr. Chairman and gentleman, are substantially as stated by Mr. Campbell. It would be only taking the time necessary if I should attempt to repeat what he has said against. I don't know that we would differ in any detail whatever. Our approach is based upon the understanding that there is a fear abroad of the examination which would be made at Ellis Island. There is something unfair about that in the minds of these respective travelers who would come as second cabin passengers They would do almost anything to avoid it, even to not coming at all. It would be impossible to prevent the discrimination against the port of New York that would be made under those circumstances even though the order as far as it could be were made to apply equally to all other ports. There is the impression in regard to an examination for admission or whatever we may term them; The immigrant who comes from all the countries of Europe is subjected to it. Would not these cabin people fear coming by the port of New York? It could not as we understand it, be made to appear to them in any other light than a verydisagreeable thing which they would desire to avoid. That is substantially our objection to this practice. We object to this order because it would keep people from New York. Our desire in having them come is obvious. We want them to come and be our patrons in various ways, in passing on their way to the West if they are going to the West. Not all of these people go to the West - many of them come to see New York alone and go back - they go

no further and it is worth while coming to New York alone. I don't know that I need to say anything else except that we make a very earnest protest,

BY MR. HOWE:

I would like to mention one fact from statistics. Between 80 % and 85 % of those coming to us in recent years come from the Southern Countries of Europe. These people - coming from the South of Europe second cabin are largely like those who come steerage. They are nearer the class who come steerage than those who come first cabin. The reverse is very true of the type which has been describedas being professional men, members or parliment, teachers - they come rather by the Scandinavian lines, the Hamburg-American and English lines. They do not carry the bulk of the immigrant by anymeans. I should suppose I had been very generous in saying that out of the total second cabin immigrant not to exceed 10 % or possibly 15 % falls within those classes emumerated. Most second cabin passengersare not materially different from the third cabin passengers. So that it appears that the well-to-do second cabin professional class who are going to be injured does not apply to a very large number. They could go to New York if they wanted to. It does not exclude any one from going to New York.

BY MR. S. BLAKE: Blake's Hotel, 443 W. 23rd St., N.Y.City:

I have been in the hotel business 15 years, but am not in the hotelmen's association because I have too small a place. The bulk of my people who travel cabin are from Cornwall, England famous for producing Bob Fitzsimmons. Now the people I handle,

I generally get a letter from their husband or someone West to get the wife and children. They come second cabin. All these letters and I will send thousands of them to you, say strictly on no account let my wife and children travel the day they land. Ten days on the sea, seasickness and that will cause them to need a day or two of rest. We come under the Bureau of Labor and Miss Clark. We have a license of $25 and $500 bond. Inspectors come down twice and three times a month to go over our place. Miss.Clark has dozens of inspectors who take up the immigrant after they come from the hotel to the station and ~~xx~~ ask themtheir business and everything else. I will bet Miss Clark can not prove and pick up enough affidavits against the aliens being robbed or kept over night as would happen to a New York citizen being black jacked in New York City. Now citizens come first all the time. That is the reason I think he should be protected and as is known the average wage of the New Yorker is $15 per week. He can not send over for his people and can not go West.for the life of them, but these people ~~xxxx~~ who are protected go West, warn good money and bring their people out

Time and time again I have reserved ~~xx~~epers for my people - aliens traveling Westto Butte Montana and Arizona, at a cost of $11 and $12. Our rates are $2 per day, room and three meals. We get a passenger on the ship, take him to the hotel, give him dinner and take him over to Jersey City and put him on the train for 75 cents. Ellis Island, I believe, charges 50 cents to take people to 42nd St., to the Grand Central.

You say you will let people go to New York ifthey want to. It is hard to get out of Ellis Island. If a man is going

to a furnished room house to stay over, he has a hard time to get to New York. Of course, some Lord comes over to marry one of our heiresses - one of Gould's daughters - he is brokebut he gets out. Paddy Maloney wants to get his sister out - he has to come to Ellis Island. He is the steerage class, the other the cabin class. He is a citizen and is a little more honest as well than your cabin passenger.

BY MR.CAMINETTI:

You tell us it costs the immigrant 50 cents to get to the Grand Central?

BY MR.BLAKE:

It is 40 or 50 cents. I have had them brought up.

BY MR. CAMINETTI:

Who charges that?

A Some league down here - I don't know them.

Q You charge that the Ellis Island authorities ---

A Some league.

Q You don't mean the Ellis Island authorities charge this 50 cents.

A I believe it is under Ellis Island jurisdiction.

Q That league?

A I believe so.

Q You want to be certain what you are saying.

A Yes, sir.

Q Do you mean to say that the Ellis Island authorities solicit the immigrant and charge 50 cents to bring a man from the Island to the Grand Central?

A I couldn't say the Ellis Island officials, but they are turned over to this league from the Island here and taken up to the Grand Central and the charge I believe is 40 cents.

Q You want to be certain.

A I am certain of this - I have seen it done.

Q What is the name of the league?

A I don't know.

BY MISS CLARK:

It is the Immigrahg Guide and Transfer he refers to - a private organization.

BY MRQ CAMINETTI:

What have they to do with the Ellis Island authorities?

BY MR. BLAKE:

I want to state it was not done free.

BY MR. CAMINETTI:

Now in view of the facts that have been stated you still charge the Ellis Island authorities make this charge of 50 cents?

BY MR. BLAKE:

I mean it is under Ellis Island jurisdiction.

BY MR. CAMINETTI:

Do you still insist it is under the jurisdiction of Ellis Island?

BY MR. BLAKE:

No, sir.

BY MR. CAMPBELL:

Could it be done without the authorisation of Ellis Island?

BY MR. CAMINETTI:

You charge that?

BY MR.CAMPBELL:

Your answer isthat it is done?

BY MR.CAMINETTI:

My answer is that it is not done under the authority of the Ellis Island officials.

BY MR.CAMPBELL:

That was what I wanted to know,, thank you.

BY MR. HOWE:

To further correct and clear that up - the alien is transferred to Ellis Island from all the steamships and from the Island going West on barges at no charge whatever.

From the audience:

I want to state there is a league who charges for immigrants to take them to New York City to any hotel or boarding house, 40 to 50 cents under the authority of the immigration authorities here.

BY MR. CAMINETTI:

What is your name?

A L. B. GOLDBERGER, Abingdon Hotel, 7 Abingdon Square, N.Y.City

BY MR. CAMINETTI:

Name any person who will substantiate that.

By a gentleman seated next to Mr. Goldberger:

I will.

BY MR. CAMINETTI:

That the Ellis Island inspectors have givenauthority to that league to charge 40 &o 50 cents?

BY MR.GOLDBERGER:

Yes,sir.

BY MR.CAMINETTI:

You make that charge?

BY MR. GOLDBERGER:

I make that charge.

BY MR. CAMINETTI:

You will be called upon to prove it, sir.

BY MR.GOLDBERGER:

Very well.

BY MR. DENSMORE:

Let us have more order and talk to the point or we will never get through.

BY MR. O.T. BOYD - representing Pennsylvania Railroad Co.

I want some information. Our line is from Philadelphia as well as New York and also Baltimore. We have an excellent line running from New York City. I would like the Chairman or the Commissioner or anyone that has authority to say whether if this new rule is put in effect at New York it will also be put in effect in these other ports. I would like somebody to say "Yes" or "No."

BY MR.DENSMORE:

I don't know whether it could be answered.

BY MR. BOYD:

Has anybody authority to answer it?

By Mr. DENSMORE:

INot this committee, I don't think.

BY MR. CROWELL:

I am still indoubt as to what we are here for - on what basis we are proceeding with this hearing. I claim that as due process or procedure we ought to have a copy of the order. I should like to get one to take back with me so that it will not be necessary to write the Department for this order. I shall want one before I am able to report.

BY MR. DENSMORE:

Are you in any doubt as to just what port this applies?

BY MR. CROWELL:

I want the order. I have no opinion to express until I get the facts. I don't care for your statement - what I want is the written order, if you will pardon me. I have the impression we are still in doubt as to what the ederis. I want the written order - a copy of it. I should like to know.

BY MR. DENSMORE:

The orderapplies to the Port or New York - not any other.

BY MR. CROWELL:

I should like to ask, Mr. Chairman, what are the medical grounds this proposed order is based upon and what hazards to our health in New York or the metropolitan district are actually involved in thes proposed order. If there are any institutions in which an epidemic has acttally occured or if there is any serious hazard of its occuring by reason of the present procedure, then I should like to know; other-

wise, I think that we should not be justified in assuming that there would be any serious injuries from that standpoint to the welfare of this city.

BY MR. PARKER:

Will you let me interrupt, Mr. Chairman. Before this gentleman proceeds further and I am interested in hearing what you have to say, we should like to k now who you are and what you represent.

A My name is JOHN FRANKLIN CROWELL, Executive Officer of the Chamber of Commerce of the State of New York, 65 Liberty St. Is that definite enough?

Mr. Chairman, I should like to know furthermore what particular laws under which the immigration division is operated are not enforcible under the present method of procedure. The public, the business public is entitled to a definite answer and not a general reply.

BY MR.DENSMORE:

I will answer you Mr. Crowell ---

BY MR. CROWELL:

I should like to have that section of the law cited. If you can give me that, I shall consider it adequate.

BY MR. DENSMORE:

I should have to cite four or five sections of the Immigration Law which provide for medical examination. You will be able to find the sections yourself in the Immigration Law which provide for the legal examination. Your other question I will answer this way. It is positively stated by the Public Health Service that they can not make a proper

examination of the cabin on board ship.

BY MR. CROWELL:

Will you tell me where I can get the direct statement of it. I want to get it from the original source.

BY MR. DENSMORE:

From the Public Health Service.

BY MR. CROWELL:

From what particular people?

BY MR. DENSMORE:

The ~~panpix~~ surgeon in charge at Ellis Island.

BY MR. CROWELL:

Thank you. Now, as to the law applying to this port, I take it if the law is not enforcible at this port, it may be at the others and so there may be no necessity of extending this to other ports but with all this inquiry as to the medical aspect of the matter it does not seem to me that I, as an inquirer, have gotten to the bottom of the matter yet. I should like to ask also why at this stage of the game it is proposed to change the rules, when there is really no pressure on the immigrant agencies here, then there is really no need of it. Why should it be devised and proposed as a radical change with great inconvenience to the commercial department at a time when the commerce is already under a serious handicap on account of the war and other conditions. The steamship cities in the United States at the present time are endeavoring to build up a steamer service adequate for the United States. We should not have new forces here, regulations nor immigration procedure which will handicap this port. Why should there be conditions piled on the port of New

York to start cabin travel in other directions. If it is not necessary then I appeal to every man's judgment and business sense - if it is not really necessary why not keep this order in permanent suspense until after due time when the company can come up on the merits of the actual service and the actual trade and travel and then consider the question from a very large and comprehensive view point and if in due time the commercial judgment is wrong, it will be brought back.then I consider. If it is not wrong and they believe it is not wrong now, they must necessarily in self protection do what they are doing now and that is insist that this new handicap be not applied to business. I am one of those who appreciate keenly the importance of protecting the Government and the country from anything like an epidemic. I could quote, if I wanted to, connections which would prove that to you and I am in favor everywhere of strengthening the arm of the Public Service, which guards against anything like an invasion of this country by ~~the~~ sickness and disease, but I consider and I think I represent in general the commercial attitude when I say it, that anything unnecessary, anything that is unwise and anything ill timed is a false and wrong step to take in relation to the capital interest of this or any other port of the country. I thank you? (Applause)

BY MR.DENSMORE:

I would like to hear fromthe steamship people of the business people are finished.

BY MR. CAMINETTI:

Before starting on that, I would like to have Commissioner

Howe state what he has to say in relation to what the gentleman charged a while ago. I want to get that in the record at this time.

BY MR. HOWE:

There is no charge from Ellis Island by the Ellis Island authorities for either bringing them here, to the mainland, the steamships or the Jersey Shore. That is all performed in connection with and by the Government here. The immigrant is landed at the barge office with his baggage and on the Jersey shore or at Hoboken by barges which carry the baggage from Ellis Island. There is no charge made by the Government in any way at any time in connection with those services.

BY MR. CAMINETTI:

What about this Immigrant Guide & Transfer league?

BY MR. HOWE:

The Immigrant Guide and Trasnfer Co. and one Jewish organization are two of probably sixty volunteer organizations that are admitted to Ellis Island here to look after or care for the immigrant. The Immigrant Guide and Transfer Co. was organized years ago when the immigrant after he was landed in New York was subject to all kinds of exploitation by runners and drivers who could not be controlled and were under no sort of supervision. Those two organizations came to the Department and asked the privilege of organizing in connection with the North American Passenger Conference, they agreed to operate as volunteer societies without making a profit, to transport baggage and immigrants in New York. Those two agencies were authorized to do this by the Depart ment but it did not check

or limit any other means. Those two departments take the immigrant look after his baggage and transfer him for about 40 or 50 cents

BY MR. CAMINETTI:

Is there any compulsion on the part of the Immigration officials to impress on any immigrant the necessity of hiring any particular society or organization to transport his baggage?

BY MR. HOWE:

None whatever.

BY MR.CAMINETT:

He is perfectly free in that respect.

BY MR. HOWE:

He is. We have no more direction of its affairsthan we have over 50 or 60 other agencies.that come here with our sufferance.

BY MR. CAMINETTI:

The statement was made that they are apart and parcel of this institution as well as that they come here and charge for that work.

BY MR.HOWE:

They are a part of 50 or 60 others.

BY MR. CAMINETTI:

If theydid not handle it correctly, you would not allow them to come.

BY MR. HOWE:

If we learned of any estortion on the part of any of them, we would stop it.

BY MR. CROWELL:

Isnt it a sort of a semi-official control of these sixty or more organizations on the part of the Immigration Bureau?

BY MR. HOWE:

I cant describe it as control. We give them offices here. We know that if any one of those or any agent representing a lodging house in New York does any over-charging, if a girl were lured there or any irregularity of any kind in these places we would prosecute them criminally or otherwise. In the last ten or fifteen years, principally under Commissioner Williams, the bad conditions which prevailed on the mainland in connection with the Island were all cleared up.

BY MR. CROWELL:

I wanted to bring it out in the right light for it seemdd to me to be a fine system and particularly for the immigrant.

BY MR.HOWE:

We have no control over them other than that ifthey violate good morals, we go after them.

BY MISS CLARK:

It was not my intention to make any remarks here this morning. I represent the Industrial Commission of the State of New York. Since we have been described here, I think it proper to inform the gentlemen present of the activities of the Bureau and its immediate force. We are supported by the State of New York at an expense of about $40 000 per year, for the purpose of protecting immigrants both on the dock and after they arrive from Ellis Island - after the jurisdiction of the Federal Government over them has ended. It is not our intention to take any part in this discussion either pro or con, concerning the landing

of second class passengers at Ellis Island, but we do wish to state that the passengers are protected whether they arrive via the barge office from Ellis Island or whether discharged at the steamships and that there is no charge whatever for any service legal or otherwise by the Bureau. (Applause)

BY MR. CROWELL:

I would like to say that since under the Bureau of Labor conditions have been improved wonderfully.

BY MR. BLAKE:

They are part of the Bureau of Labor and the Traveler's Aid. This talk about their being done is 90 % fiction.

BY MR. DENSMORE:

Let us hear from the steamship men if the business people are through. I think we thoroughly understand the second cabin passengers going to the hotels and you will lose that business according to your idea of it.

The principal reason we want to hold examinations of aliens entering the port is that we have not the facilities on board ship nor at the pier. If some of you gentlemen will tell us what you have to offer, we will be glad to hear it.

O. P. Stocks,
Stenographer.

(Relieved by Stenographer Goldfarb).

Continued from Stenographer O.P.Stocks, even date:

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By Mr. Hermann Winter, Representing Cunard S.S.Co., New York.

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Mr. Chairman and members of the Committee:

I represent the Transatlantic Steamship Lines.

To quote from what the Secretary said to us at Washington, his orders called for the securing of a more expeditious examination and inspection of second cabin passengers, and from the statements then made to the steamship lines that the facilities offered on board the ships for both inspection and medical examination was inadequate, and in all the years that this inspection had gone on, not a word of that sort had reached the steamship companies. The Commissioner-General of Immigration, Mr. Caminetti, the Secretary of Labor, to them we would say that we would have offered all the facilities they wanted, and the conditions now complained of are not the fault of the steamship companies, but rather because you had not sufficient inspectors nor sufficient medical examiners.

We pointed out to you then, that if you undertook to transfer the second cabin passengers, it would be at New York, for you can only do that at New York and at San Francisco only, and you would be making, on the Atlantic Seaboard a discrimination against New York, because you would drive the second cabin passengers from New York. You are making a great mistake to assume that a large part of the second cabin passengers are aliens They are educated people, they are intelligent people, many of

them students and travellers, who come here, many of them for a legitimate purpose, but they cannot travel first class, and they will not travel third class. They come in the second class because it affords them conveniences and comforts to which they are accustomed.

If they find that they would have to go through Ellis Island, and Ellis Island enjoys no good name in Europe, they would desert New York and go to other ports where they are not subjected to this examination. Now you say that this is not discrimination against New York. The steamships plying to New York are dependent upon that class of travel to a large extent, and if they are discriminated against, they simply cannot come to New York. That is already examplified in the large increase of travel by way of Canada. The Canadian Lines are improving their service and improving their facilities, and in their examination of passengers are much more liberal than our Immigration Authorities here. You are aware that immigrants there are landed at any time of the day and frequently late in the night. Here if we were to bring 4500 as an instance, and that is about all you would take at Ellis Island, but we have instances, many instances where we have brought in ships in one day 5500 to 6000 third class passengers, and in addition 1700 or 1800 to 2000 second class passengers, if you can't take care, during the hours of inspection at Ellis Island more than 4500 ~~xxx~~ third class passengers, you could not possibly make a satisfactory examination of the second class passengers; what are you going to do under such circumstances? You hold over the ships carry-

ing the excess passengers to the following day, and the arrivals on the following day mount up, and what you cannot finish you carry over until the next day a still larger number and you congest the conditions at this office. You are ~~interfering~~ interfering the moment you hold up our ships, with our working the ships.

Are you going to examine the second cabin passengers first? Then you do interfere with us just as severely with the third class passengers, because we cannot work the ship if we have the third class passengers on board.

Our facilities are inadequate. Why have you not told us, or come to us that we may devise and scheme together to undertake to bring about a proper and satisfactory medical or other examination of passengers. We are willing to report to you in Washington what we expect to do to bring about better facilities for this work and we expected you to take us at our word. If you can tell us where, we will devise it; if you say so, if you will point out what we can do on the pier, we are perfectly willing to do so and we will say to you what we can do. If you want more light, we will give you more light on board the ship. If you want more facilities on board the ship, we will give them to you. But at this serious time, when we are all battering for existence, the untoward circumstances existing, you are going to harm us, you are going to hamper us and hinder us by this discrimination against New York.

If there is any question you want me to answer, I am perfectly willing, or you can call upon the other members of

steamship lines.

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To Mr. Winter. By Mr. Densmore.

Q The purpose of this meeting is exactly what you say, and I want to explain why there has nothing been done since October. At the time you had your meeting in Washington with the Secretary, he immediately appointed this Committee, as he told you he would, and he appointed me as itschairman. I happened to be on the coast at the time and I have just returned a few weeks ago to Washington. It has been impossible for the Committee to have gone ahead, for inasmuch as I was selected as Chairman of the Committee, they waited until I got back. That is the reason that we have not been able to do anything until now. I want to assure you and all the gentlemen here, and please bear in mind, in the first place that immediately upon your representations and briefs, as small as they were, upon thoserepresentations the Department granted your request. Now as to the order. It never was put in operation, and it has been cancelled ever since at your request. Now it is going to remain cancelled until such time as the Department is convinced that it is not possible to make an examination such as should be made upon the boats or upon the piers. I can assure you that if you can show us, and we will give you the opportunity, and I don't want any of you gentlemen to get the idea that anything is going to be done in a

hurry, without consulting you, and that is what this committee was appointed for, to find out if it is possible, and you can help us in getting proper inspection facilities without taking these aliens to Ellis Island.

By Mr. Winter:

If that is the point, would it not be well to arrange for both your Committee and ourselves to get together and practically thrash out the proposition. That we have insufficient facilities has never been pointed out before. It comes to us like a bolt out of a clear sky. Now I am quite sure that we can get together and ~~xxxxxxxx~~ work out, within a short time, all the sides of this examination of immigrants. Washington refuses to consider the other phase, that is you must consider the humane element with it, that this is one class of immigrants, but a much better class, who absolutely refuse to accept the idea that they are immigrants, and for the purpose of enterring this country, however legitimate it may be, they must come down to Ellis Island for inspection. It you do that at New York, you are going to drive them away from New York, to Boston, to Baltimore, to Philadelphia, to any port where the steamship lines tough, and to Canada, and I am frank to say that we are more afraid of Canada than of any other port in the United States.

By Mr. Densmore:

I want to assure you on behalf of the Department, that insofar as your fears are concerned in respect to Canadian ports and the possibility of the passengers going there, that our

Department will give you the benefit of the doubt, and we will tip your way rather than to the Canadians. You can be assured of that. I have had recently under investigation a matter with regard to the Oriental Lines going to Vancouver, which is now handled entirely or practically by the Canadian Pacif Railroad. And that agreement, which has been in existence for some time between this Government and the Canadian Pacific has been protested against by American roads. Our position is this. If we can possibly do so, we are going to favor the American roads, and we are going to favor you people, if we can possibly do so.

By Mr. Winter:

Our experience with reference to you gentlemen in Washington, has always been satisfactory to us as we have come to a clear understanding with you, and we desire to bring that about now, and that is what we want on this ocassion, and we want some particulars as to what you want, and if you have any questions to ask us, ask them and that may be the best way out.

By Commissioner Howe:

I have heard that the steamship people have discontinud the practice of selling railroad orders to second cabin passengers That was a terrible abuse and a terrible burden on the immigrants.

By Mr. Winter:

We have discontinued that practice. We came to that understanding at the last conference and at that time we cabled instructions to our people in Liverpool and other places that they must discontinue that practice and we have written information that that has been done. You must of course understand

that some passengers have those tickets which were bought months and months ago, but they will be eliminated as soon as possible.

By Commissioner Howe:

Has that been done by all the Companies?

By Mr. Winter:

Yes.

By Mr. Densmore:

I think that it is going to be necessary to make this sort of an arrangement with the steamship people, and I don't think we will need the presence of the other gentlemen who represent commercial organizations and hotel people. We understand your angle of it perfectly. It will be necessary for us to keep in touch with a committee and I would prefer a committee from you steamship people, to meet with this committee, and very likely we will have to look at your piers, we will have to look at your boats or have a description of them, before the Public Health Service positively states yes, and my judgement is that this is the most important point in thos whole controversy, not so much from the Immigration Inspection, but from the Medical Inspection, that there is no place that you can provice on these boats where they can make a satisfactory examination, not even the most primary inspection Now it is not because we want to be unduly hard, and we don't want to forget the fact that there are large numbers of aliens in your insane institutions here in New York, from whom we hear frequently that they are in their bs simply because they cannot react to their new surroundings, and secondly the fact that your

institutions are crowded with those people and they are aliens, and that goes to show that even the method of our mental examination and the Medical Examination is not good enough. You will agree to that won't you?

By Mr. Winter:

Yes. The insane in our state asylums are causing taxes, and their minds became affected here under the new conditions not entirely the new surroundings has a great bearing on the quee tion. We ourselves are taken away from our families when we grow up, are educated and brought up and some suffer mentally very severely. You must consider all that. Don't merely bear on an insufficient inspection, but on their surroundings and the conditionf of manual labor for they have everything to do with it.

By Mr. Densmore:

That is a matter of our own judgement and in mine it is their inability to react in their new surroundings. The Public Health Service on account of the improper lighting and the total lack of facilities to make an examination of an alien on the boat, and you will appreciate this Mr. Winter, that no Public Health Surgeon will attempt to handle a female on board.

By Mr. Winter:

But that can be done. There is a nurse and one or two matrons present.

By Mr. Densmore:

But there is no proper place.

By Mr. Winter:

There is the hospital on the ship and there are matrons

and nurses, and they are professional nurses there and our own surgeons to assist them.

By Mr. Densmore:

It has to be asked for, and if not asked for you know and you can furnish it, that is the solution of that.

By Mr. Winter:

There are doctors and nurses and they are under orders to give their assistance there. If there is not sufficient light it will be furnished. We can we do it in Canada and not here?

By Mr. Densmore:

Do you do that in all ports?

By Mr. Winter:

Yes.

By Mr. Densmore:

I did not know that that was so?

By Mr. Winter:

Not all the ports but in the stations and some boats.

By Mr. Densmore:

That objection does not apply to all the ships, but we are informed by our Immigration Officers and Public Health Surgeons that on some of the ships that there isn't even room to make the Immigration Examination. You don't provide the facilities, you don't provide the arrangements, the rooms to keep them in in order to bring them in one by one and you don't provide anybody to bring them in properly.

By Mr. Winter:

A ship of that sort is one of the older and smaller vessels, and they are not allowed to carry a large number of pas-

sengers on those ships and there would be no trouble in assembling them for examination for there are but few of them. On every ship those held for further medical examination are sent down here. There should be no dificulty in arranging a proper place for that examination.

By Mr. Densmore:

Can a proper place be arranged?

By Mr. Winter:

The steamship Lines have a standing committee who are entrusted with the working out of these questions with the Immigration Authorities, and we are prepared at any time to meet with you and discuss the matters and give you whatever information you desire and to discuss with you any plans that you have and we shall look them up and solve those problems either here on the Island or on board the ship or on the piers.

By Mr. Densmore:

I can't say just exactly that we can do that. I expect to. I am afraid that Mr. Caminetti and Mr. Parker will have to go to Washington and appear before the Committee in Congress, and we shall arrange it as soon as possible and if we let you know Mr. Winter, would that be sufficient?

By Mr. Winter:

Yes.

By Mr. Caminetti:

I would suggest that Mr. Winter and his committee, if that Committee is to represent the steamship companies in acting with this committee, that we might have that agreement and we might meet this afternoon preliminary to arranging for future meet-

ings.Therefore I would ask that your Committee and such of the steamship people who are interested in this matter with your Committee remain here after lunch and discuss this matter further.

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Mr. C. L. Hunter, Vice-Chairman, Trunk Line Association:

Mr. Chairman and gentlemen:

I represent the railroads leading from New York, and represented them also at the hearing in Washington before the Secretary of Labor. It was my understanding that in the annulment of the order at that time that it was with the idea and purpose that a Commission be appointed and was appointed by the Secretary of Labor that would go into this matter from that viewpoint and confer particularly with the steamship lines to devise ways and means under which the former practice of examining second cabin passengers aboard ship would be continued, and such passengers not be taken to Ellis Island for Inspection.

The railroads are very keenly interested in the matter, as was stated at the Washington Conference, particularly in view of the fact that they believe that if second cabin passengers were required to be taken to Ellis Island for inspection, it would militate against the port of New York, and consequently the interests of the lines therefrom, some of which have no lines from any other ports, for the reason that such inspection is not made at other Atlantic Ports, and particularly at the Canadian Ports, with which the United States Lines are in keen competition, and it is a well known fact that the

Canadian Government and rail lines serving that country are constantly doing everything they can to promote immigration into and through Canadian Ports, and that if any order such as proposed, that would require second cabin passengers to be taken to Ellis Island, it would immediately become public property and would be used by the Canadian Lines to their advantage, promoting business through their ports and in that way bring about a diversion of traffic from the Port of New York. It was never the understanding of the railroads, that the Ellis Island Station was established for handling of other than steerage travel, and insofar as the arrangements of the railroads at this station, their arrangements have been made upon that basis alone. In their judgement if Second Cabin Passengers are required to be taken to Ellis Island, and handled by the railroads from that point, it would, particularly on busy days, of which there are many under normal conditions, interfere with the expiditious movement of the bulk of the second cabin passengers and of immigrants, whereas under the present system, where only immigrants are taken to Ellis Island, and the second cabin passengers are discharged at the docks, it affords the same traffic the maximum of the railroad facilities.

Commissioner Howe spoke with respect to the opportunity for the exploitation of the Second Cabin Passengers, because of their being discharged at the docks, but we do not see how this can be avoided by requiring second cabin passengers to be taken to Ellis Island, inasmuch as after the inspection they would be at liberty to return to the City and necessarily

be subject to such opportunity. I understand from the expressions of the steamship lines, that they are disposed and willing to cooperate in every way with the Government Authorities, to bring about a more complete Medical Examination of the Second Cabin Passengers on board the ship, without the necessity of requiring them to be taken to Ellis Island, and insofar as the railroads are concerned, they sincerely trust that this may be satisfactorily accomplished.

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Committee adjourned for Lunch 1.30 PM.

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Reconvened in Commissioner Howes Room 2.30 P.M.

Conference with A.A. officials only.

By Mr. Winter:

Mr. Howe made a statement in which he put the basis of second cabin immigration from Southern Europe, at from 85% to 90%, as I understand he explained that to you as coming from the Mediterranean. After looking at figures that might interest you, we find that in 1912, 191,125 Second Cabin passengers arrived at this port of which 31,742 or about 16% came from Southern Europe, that is from Italian and Mediterranean Ports, including Austria and Greece. In 1913 the total Second Cabin arrivals here were 221,802 of which 43,844 or 18% arrived on Mediterranean Ports. In 1914 159,853 of the total Second Cabin Arrivals but 38,415 came from the Mediterranean Ports, or about 34%. Now looking over the figures of arrivals I find the average in normal times is 150,000 to 175,000 passengers, many of them coming from Northern Europe, and there is

no reason that I can give , why the maximum of these passengers cannot be examined on board with the addition facilities which we are willing to throw open for that purpose.

Now I refer to the Canadian Lines and youb know from your own examinations I believe that the Canadian Lines are building and extending their service, and the railroads will tell you that they are doubling their business up there on eastbound and westbound traffic, and I would like to show you a schedule of the Canadian inbound business. In 1911 it was 16,441. In 1912, 73,100, in 1913, 82,821 and in the heavy season of 1914, 49,843 notwithstanding the war, and as a matter of fact the Canadian Lines have reached this mark in 1914 because the Canadian Authorities examine arrivals at any time of the day or night, and in my own experience when I arrived at Montreal, Quebec, they told me that that was done at other ports. They work late to give the steamers an opportunity to get away to Montreal during the evening to avoid delays. Personally I was present at Quebec when they were examining them as late as half past ten and the passengers were sent west that same night. That of course was at the station. That station by no means is any better than ours here.

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By Mr. Richard H. Farley, A.P.A., American Line.

In connection with the remarks made that you intended to put this in force at other ports, such as Boston, Baltimore, Philadelphia, I happened to be manager in Boston for many years and am acquainted with that port. As you all know there is no Ellis Island there. There is only a long wharf. I had some-

thing to do with the establishment of that, which was very much needed and we had the place. We have effected on our piers, at Charleston, I am talking now of the White Star Line at South Boston, facilities to meet the demands and they were built under the direction of the previous Commissioner Mr. Billings and it was satisfactory to the Government. The third class passengers are landed there. The second are examined on the ship as here. If you put that into effect, the passengers will still be landed at the piers, they would not be taken on a barge to an Island in the harbor, and they would be landed in the same way at the Grand Terminal, and they would go west on any of the roads. The same in Philadelphia. Of course you have your station at Gloucester City, but that station has been designed the same as in Boston, simply for detention. The Pier there has been erected by the Pennsylvania Railroad. The same with the Italian Lines. In that respect the ports of Boston, and Philadelphia, would have a great advantage over New York. The Canadian Lines would capitalise it by advertising that passengers on our steamers are landed at the piers with the Cabin passengers, inferring that in New York they would have to go to Ellis Island and in that way it would work to a great disadvantage to New York and the lines coming here.

By Mr. Caminetti to Mr. Farley:

Your contention then is, that if we were to establish either system at New York Harbor that even if we desired to establish it at Boston and other places, we couldn't do it; is that it?

By Mr. Farley:

At Boston or Philadelphia, there is no Island station to which the people are brought, therefore if you put it in force, their landing would necessarily have to be at the piers.

By Mr. Caminetti:

At Baltimore we are building a new station, the work is let and we have already started to build. When that station is completed that would take the place of an Ellis Island, would it not?

By Mr. Farley:

Is that not on the property of the Baltimore & Ohio Railroad or the Pennsylvania?

By Mr. Caminetti:

No, it is a Government Military Reservation and on deep water. At Boston there is a request for an extra appropriation to start their building and that will come up within the next forty or sixty days, and by Spring the proposed station will start. When we get that, won't that be used in the same way as Ellis Island?

By Mr. Farley:

Decidedly so if you condition it in Boston, but the understanding in Boston would be that it is to be used as it is now, practically for detained people.

By Mr. Caminetti:

The only reason I ask these questions is because I thought and understood you to say that if we determine to

establish such a system in New York, that we couldn't do it at other ports.

By Mr. Farley:

I am only talking of present conditions.

By Mr. Caminetti:

I am talking with reference to the diversion of traffic that you talk of. I would like to get all the information I can on that. It is important that we do so.

By Mr. Densmore:

It is possible that to some extent, that when you gentlemen say, and we have nothing to show, that you have offered all the facilities in your power, and we will give you credit for all you have done and said in that respect, and we have no fault to find with that, but the fear is that if we take the necessary time to examine all the second class passengers on the ship, that we would have the objection on the part of the steamship interests that we interfere with commerce.

By Mr. Winter:

I haven't heard of any complaint on the part of the steamship companies.

By Mr. Densmore:

We haven't had any because we have not done that, and that is why we have hesitated to do that. The question is, if we take the necessary time, and that is one of the things that is up to us for consideration, what time will be necessary for us to consume in addition to that which we are now consuming

on board ship, in case this system were established, and will that time be so great that, that the consummation of that much more will cause objection on your part or objection on the part of the travelling public, and that is one consideration they have put before us for thought. Now then, you must realize that on the steamers, when the passengers are about to land there is excitement in every direction. Every one of the Company's officers, custom officers, our officers, are running to and fro and it is a matter of difficulty to gether with the other idea of not desiring to delay the arrival of the ship, so that there is a more serious question whether we can detain the second cabin passengers sufficiently at times to permit our officers to make a proper investigation, even if we had more inspectors as proposed this morning. There is a doubt in my mind; if you can satisfy us, that if we were to consume double the time we are now consuming, that there would be no objection on the part of the travelling public, then we may try it that way.

By Mr. Winter:

There would positively be no objection, if you find it necessary to consume more time for this examination. There would not be any objection on the part of the traveling public. There would be a serious objection to bringing them down here. But we will give you that time. We are perfectly willing to have you take that time. There is no interference with the Custom Officers. They are not running around the ships. They have no business there. Their business is on the pier to exam-

ine the baggage there. The only officials who have any right on the ship, and we adhere to that very strictly are the Immigrant Officials and our own officers who are connected with the handling of the ship. We don't want visitors to come on board to interfere, but assuming that you undertook to examine them the delay to the ship would be less severe to us, would be less severe than the delay you would impose upon us, if you were to examine both second and third class down here.

I am taking a few figures of the people you have limited us to bring down here. Between the hours of 9 and 3, and in the winter between 8.30 and 3.30 in the summer, you limit the number of persons to be brought here to 4500 a day. Now I have taken a few days when on April 4, 1914, there were landed here 4915 3d class, 601 2d class, and on April 6th, 4740 3d and 1420 2d class. Are you going to bring them all down here and examined them? You could only take the second cabin and a small number of third class. That would be all you could do, and the others would positively be left over until the next morning. And, if on the next morning, a similar number came in port, you would tie up every vessel until you took up the remainder of the first day, and in that way the inconvenience you would put us to would be much more severe than any delay you put on passengers, because you practically stop us from doing any work on board the ship.

By Mr. Densmore:

But that was only a few times?

By Mr. Winter:

Now Mr. Commissioner, in normal times that happens quite often. I have the dates here. April 4, 6th and 11th. I have only taken the dates where the arrivals were in excess of 4500 a day. In June and in October. These are numbers I picked out at random. In 1912, May 29th and 30. August 28th and 27th. October 2, 13, 14, 29 and 30th. November 12, 13th. On all those days you would tie us up. But more than that. You would be tieing up steamers on the following days too. Of course if you extend your hours of Inspection here, you might overcome that objection.

By Mr. Caminetti:

That would positively have to be done.

By Mr. Hunter. (Trunk Line Ass'n).

If that were done, the railroads are against it. We have great difficulty now due to the late hours at which these passengers arrive and are sent through Ellis Island. In the time give to us, we are expected to turn them out of here, we are kept here to 8 and 9 o'clock in the evening. I would say that the most expeditious way to handle this business from the railroad standpoint is at the pier. In case the present Immigrant passengers, who have to be forwarded by rail from here wereincreased by the number of second cabin passengers, the condition would be more congested.

By Mr. Caminetti:

At the pier, what facilities are afforded there for examining the second cabin passengers, if that was selected as the method?

By Mr. Densmore:

That is what we want to take up now. There are only two ways of doing that to our satisfaction. I don't know whether there are two ways. In any event, it is for you gentlemen to describe the conditions. Perhaps Mr. (Patrick Donoghue)Donoghue could describe it better.

By Mr. Caminetti:

What are the opportunities for examining passengers at the piers, of the cabin passengers. In many cases the facilities on board the steamers would be sufficient, and in case they were not sufficient, can the pier be arranged for that purpose. What are the facilities at the piers at present?

By Mr. Winter:

None. It has never been used for that purpose. I think you want to know what we could provide on the piers. I think we can say, gentlemen, if it is a question of medical examination I take it there is no complaint of the oral examination in the second cabin saloon, that is, the facilities of the people passing before the Inspector at the end of the table, and answering the questions is perfectly right, because there is no pressure of time, because he can take all the time he wants, or he can put them aside and ask them to come back and give them a second examination.

By Mr. Caminetti:

The the complaint is mainly on the feature that there is no place on the steamer for the proper examination of the female passengers.

By Mr. Winter:

It was explained that we have the hospitals, the surgeons, etc., But we have on our Chelsea Piers plenty of room to make a medical room and we can arrange that. If that is the question we can arrange that very easily.

By Mr. Caminetti:

That is the question. If you make a partial examination on the boat and make another examination on the pier, would that not tend to prolong the time Would that not bring suffering to the people.

By Mr. Winter:

Where does the suffering come in. The ship is not complaining.

By Mr. Caminetti:

How about the facilities in this work?

By Mr. Winter:

The nurses are not complaining.

By Mr. Densmore:

We don't want to consume any time unless we have to. We are very jealous of that. We are trying to consume as little time as we possible can, so that you cannot justly say that the Department or the Bureau is consuming time unnecessarily. I doub if you have part of the examination of the second class on the boat and part on the pier that you are going to save time. It seems to me that outside of those who are citizens in the second cabin, it will be done either all on the boat or all on the pier or some other place that may be agreeable.

By Mr. Caminetti:

By Mr. Caminetti:

Now, what I am going to say is this. What opportunities are there, in case we determine to take all but citizens and take them all on the pier, what opportunities are there for our officers to examine the people that may be put there.

By Mr. Winter:

None at present, but it can be made, and we can provide it if you come over and say what you want.

By Mr. Howe:

Yet you fail to answer, in case we should accept the pier as the solution to have any of these people stay over night will it be necessary to furnish rooms for them?

By Mr. ~~Winter~~ Howe:

There are two questions involved there. I should say that the Chelsea Piers, it is conceived that they may be favorable for inspection, and possibly the Hamburg American and North German Lloyd and the Holland American Line and some others, but my impression is that 80% of the piers are so constructed that inspection on them is out of the question. I would prefer to have you ask Mr. Dobler or Mr. Donoghue. There would have to be some extensive changes. Would it ever be necessary for the examination of second cabin passengers, to keep the people in the pier over night?

By Mr. Winter:

No, they could go back on the ship. Then go back the next morning for further examination.

By Mr. Howe:

There would be no method for providing sleeping accomodations if necessary?

By Mr. Winter:

No.

By Mr. Howe:

Then for the medical examination it would be necessary for the doctors to be there at that time when the ship is to be there say 3 o'clock. What would be against that? They would have to wait until the ships dock and they must wait until that can be done.

By Mr. Dobler:

The inspection would either have to be made on the ship or on the piers.You cannot separate the inspection. The Immigrant from the Medical Examination.

By Mr. Densmore:

I am going to develops through Inspector Donoghue, who is by the way one of the Inspectors who makes inspections on board the ships and is fully familiar with the piers and the ships, everything connected with it. Through him, and from you gentlemen, who may be acquainted with the piers, I would like to know something about the Chelsea Piers. I don't know where they are.

By Mr. Donoghue:

Between 14th and 23d St., N.Y.City.

By Mr. Densmore:

What facilities have you at those piers?

By Mr. Winter:

There are no facilities for the examination on the pier

bedause it was never required. We have a large waiting room there and several other rooms and we have the space.

By Mr. Densmore:

Are they heated?

By Mr. Winter:

The rooms are.

By Mr. Densmore:

Can you, in your judgement, arrange on these piers to fix them up and provide them with detention quarters?

By Mr. Winter:

The detention would have to be on board the ships. Mr. Howe mentioned that. That is practically what you do now. When you examine the passengers now and any of them are doubtful they are held on board the ship over night and taken to Ellis Island the next morning for further examination. We provide for them in that way. If it is after hours and you don't examine them they are kept on board anyhow.

By Mr. Jacobson (Scandanavian Line) What objection is there to examining the passengers on board the ship.

By Mr. Hyland. (Holland American Line)

Since I have the honor to belong to the Committee since October, I have personally gone down to all our incoming steamers, with especial regard to the second cabin passengers and have talked to every Inspector who were on them and sent by Ellis Island here, whether the accomodations or facilities were adequate, or whether any changes were desired in them, and I have made this statement, which I ask to present. (Exhibit A) (Statement handed to Mr. Donoghue for his perusal).

By Mr. Donoghue:

If I am not mistaken, Mr. Nyland, the way in which that statement is worded is not the way the inspectors were asked, "whether or not the inspectors were satisfied with conditions aboard the ships" or as to whether the facilities were satisfactory, or if we wanted any extension or some facilities to express them". The point I make is this, I happened to be present on one of your vessels when you asked one of the inspecters the question and the question was whether or not everything was going all right and if they wished anything. It wasn't asked as to facilities or accomodations.

By Mr. Nyland:

That may have been one of the questions, but we have also asked whether the facilities placed at their disposal were satisfactory. That was my object in doing it. We had given out instructions that everything possible should be done to given them all the facilities necessary, but in this case as I am personally interested in it, it has been done on every ship since I came back from Washington.

By Mr. Caminetti:

Of course you will have to admit that the subordinate officers cannot judge for the executive officers of the Bureau and determine , and perhaps they had better do something better than to answer such questions put to them in that way.

By Mr. Densmore:

Let us go back to the Chelsea Piers. What in your judgement would be necessary to put them in a condition that would satisfactorily fit them for the examination of the aliens

on the pier; what would you be willing to do?

By Mr. Winter:

You would have to tell us what you want. The Chelsea Piers are in the City of New York and are built by the City of New York and we pay a rental for them to the Department of Docks and Ferries who have supervision over the property, and we would have to go to them first before we could do anything, therefore I would say it would be beating about the bush to see that we could do so and so unless you and your Committee go over the ground with usand see what room we have and which one could be fitted up for an adequate medical examination, assuming that the other examination would be done on board. If you ask us to prepare rooms on the piers for that examination you would have to tell us what you want.

By Mr. Densmore:

I presume you gentlemen are all aware of the facilities we have here. We want something on that plan. We would have to have a place where aliens can be given a thorough medical examination, that is a private place.

By Mr. Winter:

That can be provided.

By Mr. Densmore:

Not only on those piers but on every pier where these boats land.

By Mr. Jacobsen:

I speak for the Scandanavian American Line. Does that

affect our piers.

By Mr. Dobler:

The piers at Hoboken are about on a par with the Chelsea Piers. When you get down to the Brooklyn Piers they are different.

By Mr. Densmore:

Then you have some piers where it would be absolutely impossible?

By Mr. Winter:

They can have rooms on the piers.

By Mr. Densmore:

Isn't it a fact that there are some piers where it would be impossible to make provisions to conduct this examination?

By Mr. Winter:

We would have to make provision. It can be done.

By Mr. Densmore:

Would the steamship companies be willing to make all the provisions and arrangements with respect to lighting and other conditions?

By Mr. Winter:

We have gone on record on that in Washington and we would be willing to do that.

By Mr. Densmore:

And you could do it?

By Mr. Winter:

I believe so.

By Mr. Densmore:

On all piers?

By Mr. Winter:

Yes. The new piers can be made adaptible to anything wanted from them.

By Mr. Densmore:

(In answer to Mr. Jacobsen). I will say that the reason we think it is necessary to examine the second cabin passengers some place other than on board the ship, is because you haven't the facilities on the ship to permit us to conduct the medical examination and the immigrant inspection, at least up to this time the Immigrant Officers and the Doctors have not had them, and we have learned that on some of the ships there is no place that they would have that would suit them. For the examination both medical and immigrant inspection the inadequacy of the facilities is from our point of view. Now when the Public Health Surgeon and the Immigrant Inspector say that on some of the ships there is no place to conduct this examination, that is according to the way in which we think it ought to be conducted, and you might say that it can be done, but it could not be done properly. You haven't the room on board the ship that is fitted in which the work is to be done. You haven't the light for the doctors to make the examination. You haven't the privacy for the doctors to make their examination. There are a great many angles of the Medical Inspection and Examination that possibly don't appear to you gentlemen to say that the examination can be conducted on board the ship.

By Mr. Jacobsen. (Scandanavian American Line)

Speaking for my Line we furnish everything that is needed for the examination in the second cabin. They are brought in one by one their clothes removed, hat removed, and the Inspector sees them in a strong light, sees them come quite a number of steps and cross-examines them. If there is any question at all, they are put aside for further examination and we furnish two outside cabins for the further examination. We also have the hospital and we are willing to do everything else. We have not had a complaint on any of our steamers and we are willing to furnish anything to satisfy you at any time.

By Mr. Oscar L. Richard, General Agt., Lloyd Italian Line:

Speaking for the six or seven Italian Lines, those flying the Italian Flag, especially the Lloyd Italian S.S.Co., which I represent, I wish to say that a large majority of the steamers, the second cabins have little accomodations. Very seldom more than 150 passengers arrive and often them come with but from 30 to 150 passengers, according to the season of the year and of those passengers quite a large proportion are American Citizens, and consequently in my experience, I have found that this small number of passengers are really examined more thoroughly than the passengers at Ellis Island, and in a number of cases, where the case was suspicious, they were taken to the hospital or a state room and stripped. They had plenty of time to examine that small number of passengers on board the ship.

Mr. Densmore.

I would like to have Mr.Donoghue tell something about

some of the steamships, where the facilities are not what they should be and why.

By Inspector Donoghue:

On practically every steamer coming in, we cannot examine the passengers with the same degree of comfort, and I might say with the same certainty that we get from passengers at Ellis Island for this reason. In scarcely any case do we have the passengers come up one by one to us, as they do here on the Registry Floor at Ellis Island. In many cases that is due to a lack of cooperation on the part of the steamship officials. When we ask them to do it, for a few months they do so, but they do not continue to do it. The result is that the passengers who are all in a hurry to get off the ship crowd around the Inspector as he is working and hear the questions asked of the passengers who preceed them, and in that way many of them are on their guard as to what they will answer to the same question., when it is put to them. In that way the Inspector is not provided with the proper facilities and will not get as good results as we would at Ellis Island and we do not get as good results. The accomodations offered to the Medical Officer are of necessity not as good as they are here at Ellis Island. He hasn't the convenience. He hasn't the light as a rule.

By Mr. Caminetti:

What about sufficient room for the examination of the passengers?

By Mr. Donoghue:

On some of the vessels the room is sufficiently large

depending of course upon the number of passengers being carried, on that particular trip.

By Mr. Jacobsen:

Isn't it a fact that when the Inspector insisted upon the cooperation of the steamship company employees that those people were brought in line one by one and if he did insist upon it, that it would be done. We are only too glad to do everything like that.

By Mr. Winter:

I am really surprised at the statement of Inspector Donoghue. I usually go on board the ships and I go over them very thoroughly and I never had a single complaint from Inspector Donoghue or any other Inspector that he wasn't given sufficient room. He says it is lack of cooperation by the steamship officials, but we knew nothing of such complaints.

By Mr. Donoghue:

When I say officials I should have said employees. I mean it in the sense of stewards.

By Mr. Winter:

I am quite sure if you came to me and told me, you would have had it. I would have known the reason why you could not have it on board the ship.

By Mr. Donoghue:

Mr. Winter, it has always been the practice that we put up with those conditions. The point is the men do it, and when they do object to it it is not remedied.

By Mr. Winter:

But you should go to headquarters; we are the people.

By Mr. Caminetti:

The question why it has not been done in the past is not the question. We must find out what we can do to better it.

By Mr. Winter:

That is no conclusion that it could not be done. You are basing the order on what is going to bring about interference.

By Mr. Donoghue:

The point is, we do not get what we ask for. We ask as a rule the Purser or Chief Steward of the dining room in which we are working. We do get a steward for each inspector, but that steward does not comply with ourwwishes. He doesn't keep them back. The passengers crowd about just the same.

By Mr. Winter:

We don't know what to say. Again you tell us the facilities for the medical examination are bad. Well we have never been asked for better facilities, for if you had told us we would have provided rooms, and if you wanted other rooms for the medical examination we would throw open the hospital, give you the nurses the matrons the medical assistance that is there for that purpose, but it has never been asked. You don't get anything in this world if you don't ask for it. If you ask for it we will give it to you. We have the desire and we have the facilities. If you don't ask for it, it is not up to us.

Mr. Caminetti:

We had to do something to start this matter, and I am very glad it has been started. Now then Mr. Donoghue, if as you say, you do not have an opportunity to make a proper examination

when they crowd around you, even if they came one by one in a long line, would you have that opportunity aboard the ship?

By Mr. Donoghue:

We would have a better opportunity than we have now. Another thing I might say is that when we turn aside a passenger for further examination or detain them for one reason or another, to be met by a relative, to be held for the arrival of money, to send them to Ellis Island, either Temporarily detained or for Special Inquiry, under ordinary conditions we simply hold the identification card of that passenger and ask them to sit down. The only place I know of is the room in which the examination is being conducted. Those people meet the other passengers and at once the other passengers know that that passenger has not been allowed to proceed and very frequently they question them as to why they have not been allowed to proceed, and are, as I say, on their guard as to what to tell the Inspector when they are questioned. That would also be applicable to a line because one follows behind the other, and hears what is asked.

By Mr. Caminetti:

They should not be allowed to do so. Even if they are kept back six, seven or eight feet, they would hear all the questions you ask and all the answers, would they not?

By Mr. Donoghue:

Under present conditions the Inspector is seated at a table as you are and he may have around him a number of passengers two or three deep, maybe thirty passengers, sometimes more

sometimes less, crowded around the table as they are, they can hear nearly every question and every answer given so even that method of Inspection would not be as thorough as it ought to be.

By Mr. Caminetti:

Why not?

By Mr. Donoghue:

It would be better and along the same lines as the examination here.

By Mr. Caminetti:

Would it be such an examination as you could give if they were here?

By Mr. Donoghue:

I would say if the passengers were compelled to come up one at a time as they are here, it would be just as good.

By Mr. Caminetti:

Just as good as if they were provided with a room provided for that purpose and no one in that room by them?

By Mr. Donoghue?

A Yes.

By Mr. Caminetti:

That would require a room set aside for that purpose; the officer sitting at a table and each passenger brought in one by one and no one present but the officer. That would be what you have at the Island; but in case you have it by line as you now have it, then it could not approximate the conditions as you now have it?

By Mr. Donoghue:

It would provided you keep them far enough away.

By Mr. Winter:

You want to bring your aliens up one by one, or one after the other in a line, and yet they will never be more than 3 or 4 feet away from the desk at which the Inspector sits; that can be arranged on board the ship.

By Mr. Densmore:

And you gentlemen will undertake to have a sufficient number of guards or whatever you might call them to keep your passengers under control during this examination?

By Mr. Winter:

Absolutely.

By Mr. Caminetti:

Could it be possible, without any injury to the Companies for them to put our officers in a room and let these people come into the room and out; could that be done without any detriment to the examination?

By Mr. Winter:

It can be done.

By Mr. Caminetti:

Would it be better than the other way?

By Mr. Donoghue:

I don't know whether it would be any better for the reason that you might have to wait for passengers after you had finished with one. Under the system which I mentioned you would always have the passengers in line waiting for the passenger ahead to proceed.

By Mr. Caminetti:

Then in case you did that; that is you had examined and detained a passenger, should you prefer to make provision to have those brought away from the presence of the officer?

By Mr. Donoghue:

There should be some arrangement whereby the persons not admitted on primary inspection should be taken from the table or desk.

By Mr. Winter:

That can be done.

By Mr. Caminetti:

What is the practice in the first cabin; do you examine them first before you examine the second cabin?

By Mr. Donoghue:

Not always. Because half of the times we put one or more inspectors in the second cabin while the examination is being conducted in the first cabin.

By Mr. Caminetti:

Is there any confusion added to your examination by the presence of people from the outside, who are waiting for their examination?

By Mr. Donoghue:

Very seldom.

By Mr. Densmore:

(Dr. Moore of Public Health Service called)

Dr. Moore, will you tell us whether the facilities that you now have for examination are adequate for a thorough examination such as is given at Ellis Island?

By Dr. Moore:

It is very hard to generalize on this subject. I fully agree with what the representative of the Scandanavian American Line said about his company. I know that their facilities, as far as I have seen them, are good, and I don't want to make any invidious comparison, but all of the vessels are not equally good as to facilities. From the medical standpoint the four objections that we have are these:

First:- That we have to make some of our examinations by artificial light, and all experts know that examinations such as examinations for trachoma cannot be made under artificial light, no matter how good it is, and artificial light is unsatisfactory for the examination.

Secondly: We do not have interpreters, and we have to rely on the steamship employees for interpreters. That is a question which I believe could be easily obviated, but it has not been. We ask questions of the aliens through the employees of the steamship company and we realize the courtesy that the steamship people have shown us, but naturally we do not feel that their assistance is satisfactory as would an interpreter employed by us be.

Thirdly: The overcrowding. The little rooms in which we must examine these people and very often in such a condition that it is inhuman to keep human beings in there. They are crowded in to capacity and more people are placed there than the air space allows. If we attempt to make a mental examination, for instance the Italian ships. We frequently find in the second cabin and in the first cabin immigrants who do not know the names

of the ship or the name of the port they are coming into, and I have tried to ask them a few questions and they are always assisted by those around. I cannot tell whether they are being told the answers and the mental examinations are unsatisfactory under those conditions:

Fourth: Is that we sometimes do this work very late at night, and our Medical Officers are often on duty from 12 to 14 hours, and under those circumstances of course as good a medical examination as is given over here is not practicable. A man gets tired after working for many hours. That is not exactly in line with this examination, but the chief point that I think is, the absence of proper illumination, and practically the fact that we have to do a large percentage of our examinaion under artificial light is very objectionable. Secondly the overcrowding and thirdly the absence of proper interpreters.

By Mr. Caminetti:

Artificial light in the day time?

By Dr. Moore:

Yes. The places are closed in and the examinations must be conducted under artificial light.

By Dr. Caminetti:

If you had sufficient interpreters, would that alter the case any?

By Dr. Moore:

It would improve matters.

By Dr. Caminetti:

Would it make matters as satisfactory---?

By Dr. Moore:

It would not because of the matter of lighting and overcrowding.

By Mr. Winter:

The crowding can be stopped.

By Dr. Moore:

Not very readily. On some of them you can because the passengers come in one door and go out the other. But in many ships they come up to you, go back again and come up to you again.

By Mr. Winter:

Many ships have more than one door.

By Dr. Moore:

The worst thing is that the people come running back to you.

By Mr. Caminetti:

Doctor, in case the officers furnished you with the hospital room on the ship; how much better would that be?

By Dr. Moore:

I don't think that would change matters materially.

By Mr. Densmore:

Is there not a way of avoiding this overcrowding?

By Dr. Moore:

Not on some of the ships. It is only on few of the ships that we have reason to complain of this.

By Mr. Caminetti:

Again I ask the question, if you had more doctors and

a sufficient number of interpreters and more inspectors as has been suggested, would that enable such an examination to be made as would be thorough and proper under the regulations and the law?

By Dr. Moore:

It would undoubtedly increase the efficiency.

By Mr. Caminetti:

But would it be as thorough as it ought to be?

By Dr. Moore:

It would not be equal to the examination as it is made at Ellis Island on most of the ships. On some of the ships it would be.

By Mr. Caminetti:

Can anything be done by way of correcting that point upon the ships on which it cannot be done?

By Dr. Moore:

In my opinion one of the best methods would be, not to inspect the cabin by artificial light. If arrangements for daylight inspection of the cabin can be made, well and good, if it cannot be - - - - -.

By Mr. Caminetti:

Could that be done on the ships you speak of as not offering these facilities now?

By Dr. Moore:

It would be rather difficult.

By Mr. Caminetti:

Even if you had the medical quarters, the hospital

quarters on those ships?

By Dr. Moore:

As far as I know, I should say I think we can hardly do so.

By Mr. Winter:

Have you seen the hospital quarters on those ships?

By Dr. Moore:

Yes. I know every ship that I went aboard of. I have been doing that for several years. Dr. Williams at one time asked us to inspect the hospital accomodations and we did so.

By Mr. Winter:

But as far as the examination by artificial light for trachoma is concerned, whenever you discover it, you always turn the passengers aside for further medical examination don't you?

By Dr. Moore:

The examination I believe, by artificial light, is as all experts know, is a farce.

By Mr. Caminetti:

Then the artificial light is bad?

By Dr. Moore:

In my opinion there is nothing like it the day-light.

By Mr. Caminetti:

Then what would you do; would you bring them to Ellis Island?

By Dr. Moore:

I have looked into that. We frequently have to examine

a large number of people in a short time. There is criticism from all sides. We hear the criticisms. They are made by everybody. The blame is thrown on us if we don't get through.

By Mr. Caminetti:

Is that often due to trachoma?

By Dr. Moore:

It is found in everything. Theoretically the time we have is sufficient, but practically it is not. Those criticisms are made by the newspapers and by the steamship officials as well. I hear it all.

By Mr. Caminetti:

Do you think you can take sufficient time on board the ships to properly examine each man and woman as they come up to be examined under the light, and still not be subject to this blame of delay on time, no matter how good or how kind the steamship people may be; can you obviate this charge of delay?

By Mr. Winter:

Has that delay been more. Suppose you were left alone with three or four hundred passengers to examine?

By Dr. Moore:

No, it frequently happens under other circumstances, as simply our control over the people.

By Mr. Hunter:

Assuming Doctor, there was no Ellis Island, would you state that aproper medical examination could not be made on board the ship?

By Dr. Moore:

I don't say that a proper examination may not be made on board the ship, I believe I would say that a better examination can be made at Ellis Island.

By Mr. Hunter:

Leave Ellis Island out of consideration?

By Dr. Moore:

I will tell you. I will be very candid and I must say that I have given this matter some thought and I find have not yet decided in my mind what is the best plan. I don't think you can generalize on the question, as I believe there are some steamships on which the facilities are excellent and there are steamers on which the facilities are not good and cannot be made good. It depends largely on the passengers. In some of the cabins there are steerage class of passengers and on some of the steamers there is a cabin class of passengers and that is not confined to second cabin passengers.

By Mr. winter:

You are aware Doctor, that the same examination is made at other ports aboard the ship.

By Dr. Moore:

I have made that examination.

By Mr. Winter:

Is there any difference in that respect in the port of Philadelphia or Baltimore and New York in that regard?

By Dr. Moore:

I will say I do not think that the examination is a satisfactory one. I have made it in Philadelphia years ago.

By Mr. Winter:

Then you would say that the examinations at Philadelphia and Baltimore, even with respect to immigrants is not as thorough?

By Dr. Moore:

I don't know anything about those places at the present time. I was in Philadelphia some 18 years ago. I don't think the examination at any place was as thorough as it is here.

By Mr. Densmore:

Would you say whether it is not possible that this examination may be conducted without requiring second cabin passengers to come to Ellis Island; in other words that it cannot be done on the ships?

By Dr. Moore:

I think it can be done on some ships.

By Mr. Densmore:

What in your judgement would be necessary for the steam ship companies to do on their ships, to bring that up to the standards of some of the ships?

By Dr. Moore:

I am not familiar enough with the ships to answer that question. Of course so much depends upon the class of passengers Some passengers require a much more careful examination than others.

By Mr. Densmore:

Doctor, if you could get a room set aside for your examination and have more light, artificial or natural, where the alien could come in, go through the examination and out before another one came in, your difficulties in the examination would be over on all the ships?

By Dr. Moore:

Now, the chief difficulty that I have, is the question of illumination and overcrowding.

By Mr. Densmore:

If on these vessels that have not the facilities that you require, they could arrange in a reasonable length of time a room that would give you the light that you want, and if they set aside, when that ship arrived in New York Harbor a room for you to make your medical examinations in, and you had control of the aliens coming in or going out, then your examination can be made all right?

By Dr. Moore:

Yes.

By Commissioner Howe:

How would you take care of the examining of the 80 or 90% of that which we call the secondary examination; how would you do that on shipboard?

By Dr. Moore:

That would be a very difficult problem. The only way we could handle that at all is by detaining the passenger and sending him or her to Ellis Island.

By Commissioner Howe:

That would be sending practically all?

By Dr. Moore:

Not on certain vessels. On some ships it would mean detaining a considerable number.

By Commissioner Howe:

I understand that the percentage of rejections run from 2-1/2% to 10%, by virtue of some intensive examinations; you would have to give that up on board the ship?

By Dr. Moore:

To a large extent yes, with our present force.

By Mr. Caminetti:

Then adding more doctors would be a great improvement?

By Dr. Moore:

Yes.

By Congressman Kagan:

When you examine these passengers, do you do that after she is in the dock?

By Dr. Moore:

No sir. As we are coming up the bay.

By Congressman Kagan:

So the difficulty you speak of, the matter of light, obly becomes real on days when you examine the passengers as the ship is at the dock?

By Dr. Moore:

At the dock or out of the dock. Why on some of the ships even down the bay and in the day-time.

By Congressman Ragan:

On a cloudy day you might have some difficulty down the bay?

By Dr. Moore:

Yes. The Ward Line have a room in which we examine the second class passengers in which I believe not even a ray of daylight comes in.

By Mr. Richards. (Italian Line)

I would like to ask if you ever heard of a second cabin passenger who you have examined and landed, whether such a second class passenger had trachome or any other disease. Have you ever heard of it in the ten years that I have represented the Italian Line. We have never had a single second cabin passenger deported.

By Dr. Moore:

Mr. Dobler knows about that. We cannot say anything about that.

By Mr. Dobler: (Inspector-in-Charge Boarding Division).

There is one phase of the examination that has been overlooked. You spoke of the Medical Examination and the Immigrant Inspection as being separated, I think. As a matter of necessity I think, the doctor should make his examination as near the Immigrant Inspector as possible. I remember on one or two ocassions we attempted to make a medical examination out on the promenade deck and formed a line of the examined passengers into the cabin and it proved a very impractible proposition. Usually the doctor stands at the door of the cabin and passes the passengers into the cabin and they are ready for the Immigration Inspec-

tion. Now on a great many ships the cabins are so small and dark that it is highly impracticable to make an inspection in the cabh On some ships the lights are bad and the doctors are compelled to work on the stairway or wherever they can get the best light. Of course that is only on some vessels. On others the cabin is large and the doctors can work fairly well at the door and the Inspectors have plenty of room to form lines and keep the passengers away from the Inspector.

About two months ago I issued an order that the Inspector shall insist ipon keeping the passengers 10 feet from the inspection table, and every ship that I went on when the Inspector enforced that it was carried out.

By Mr. Winter:

The steamship companies have never been informed of that. If we had been informed of that we would have seen that it was carried out.

By Mr. Donoghue:

Wherever there was room in the cabin, I would have seen that it was closed or guarded, the holding of the both examinations can be carried out, as far as the immigrant examination is concerned, if the stewards and the purser would carry our the order of the Inspector, but the facilities to conduct the medical examination far away from the Immigrant Inspector would be very impracticable. It would cause a great deal of delay.

By Mr. Winter:

There is no reason why it could not be arranged for them

both to be together.

By Mr. Caminetti:

Doctor, the intensive method that has been developed in this lull in immigration, can that be carried on on board ship as conditions now are?

By Dr. Moore:

Not with our present force. We do not attempt it. We only attempt to carry on a simple examination.

By Mr. Caminetti:

Could you carry it on with such other assistance as you may need, as well as you are now carrying it on at Ellis Island?

By Dr. Moore:

The preliminary examination. The intensive examination as they make it here usually works out in a way that does justice to the immigrant. Frequently when you see the immigrant , he does not do himself justice. Take the Italian Immigrant. It is a new experience for them. They don't do themselves justice. They give foolish answers and you must detain them and it is not practical to repeat the examination at that time.

By Mr. Caminetti:

That would particularly militate against carrying on the intensive examination?

By Dr. Moore:

They would have to be detained.

By Mr. Caminetti:

Even with more doctors and more interpreters?

By Dr. Moore:

That would only help in the prelinary stages.

By Mr. Densmore:

Can you carry on the preliminary and detain for further medical examination such as you deem feasible, and where those that you do not deem admisible to be landed at that time, to detain them for further examination? Could that be done?

By Dr. Moore:

Yes.

By Mr. Caminetti:

And still enforce the intensive method of medical examination?

By Dr. Moore:

It is possible that it may be done. There is one point I brought up. It is a sort of difficult question, but we frequently examine these people at 7, 8 9, 10 and 11 o'clock at night, and the people doing the examining get out of bed at 4.30 or 5 o'clock in the morning.

By Mr. Caminetti:

Don't you think it ought to stop, the examining of those people at that hour of the night?

By Dr. Moore:

Yes.

By Mr. Caminetti:

Then in the contemplated examination on board the ship it should provide that the examination should not take place at 9, 10, 11 o'clock at night and should only be done in the day

time?

By Dr. Moore:

Only in the day time.

By Mr. Caminetti:

Does that apply to first cabin passengers also?

By Dr. Moore:

Not to first cabin passengers and some of the second cabin passengers and for most of the second cabin passengers then is a lot of objection to it.

By Mr. Winter:

The manner in which this examination is now conducted when you have any doubt at all,you turn them aside?

By Dr. Moore:

That is the theory.

By Mr. Caminetti:

Why isn't it carried out?

By Dr. Moore:

Because it would result in a large number of passengers being sent to Ellis Island, perhaps unnecessarily be sent here.

By Mr. Riley:

Isn't it a fact Doctor, where there is a question of doubt with respect to the medical examination that the passenger does go to Ellis Island?

By Mr. Moore:

Yes, in theory.

By Mr. Riley:

It seems to me that during the examinations on the

ships, that a number of the passengers are sent to Ellis Island where they are examined and kept for treatment, in many case for many days; isn't that so?

By Dr. Moore:

Yes.

By Mr. Caminetti to Inspector Donoghue:

Mr. Donoghue, from what you have said, did you have reference to requesting people who come here for some immoral purpose, whether or not you have reason to believe from what you know of the party, that there is some immoral charge against them, or that they are guilty of immorality or trying to bring in persons for an immoral purpose, from crowding around you that you have a poor opportunity to carry on the examination with the crowded condition on board the ship?

By Mr. Donoghue:

I don't believe any Inspector on board or in the Boarding Division will attempt to inspect any passenger or passengers among those aliens in the presence of thosepassengers along those lines.

By Mr. Caminetti:

Then for you to make that kind of an examination our officers w ould have to waive that kind of an examination?

By Mr. Donoghue:

We do not do it that way.

By Mr. Caminetti:

Take them aside. Take them to a corner.

By

How do you develops to ask that question?

By Mr. Donoghue:

Our suspicions would be aroused.

By Mr. Caminetti:

But where you have no suspicions; where you have to develop it?

By Mr. Donoghue:

I don't believe any inspector would care to question the morality of a person in the presence of other persons. But we would take them aside.

By Mr. Caminetti:

How do you get the opportunity; how do you find out that you ought to ask these questions onless you have the chance to do it with anyone person?

By Mr. Donoghue:

You don't have a chance to develop it. You have them sit down when you discontinue your examination.

By Mr. Parker:

What Mr. Caminetti is trying to get at is, how can you under the conditions that exist on the ships, proceed so as to have your suspicions aroused?

By Mr. Donoghue:

For instance you will see a man and woman in conversation. You question them immediately when they come up whether or not they are travelling alone. If he comes to you first you question him along these lines and then her, and from what answers you receive you determine whether or not you should question him any further. Therefore to do that, if you are question-

ing them along the lines of immorality you take them aside.

By Mr. Caminetti:

That goes when you believe there is something that causes you to believe that but where there is something else, when they are single, and he is a man that has been guilty of something of that kind and has no woman with him at the time, how do you develop that without asking the question?

By Mr. Donoghue:

Very frequently the Inspector will ask the question whether or not he has ever been in prison.

By Mr. Caminetti:

How about a woman coming here, and I understand that quite a number of these people now are coming over that way; how would you question a woman, everything appearing all right?

By Inspector Donoghue:

The Inspector would have no grounds to question a woman's morality without some reason for having his suspicions aroused.

By Mr. Densmore:

We have had that settled as to how the person himself is to present himself for examination as they do at Ellis Island.

By Mr. Winter:

Might I ask the question as to how many second cabin passengers landed here having been deported on a warrant?

By Mr. Densmore:

I cannot give it to you offhand. It is quite large. Many of our warrant cases are cabin passengers.

By Mr. Parker:

A great many of our insane and a great many of our public charges and a great many of our prostitute classes, when we go to verify their landings, we find they landed as second cabin or first cabin passengers. They are not very often passengers who have gone through the mill at Ellis Island.

By Mr. Densmore:

In my judgement the difficult matter is in the Medical Inspection. That difficulty is brought down to two things. The Doctor says he can make a thorough primary examination and not more than that on board the ship. That is, that he could make a thorough primary inspection if you will furnish him on board the ship a room where he can get day-light, and that room is to be under his supervision, when the boat comes into quarantine, and he will run that room as far as the examination goes, and have supervision over people who go there. Will you gentlemen agree to furnish such a room on every ship, and agree to furnish the necessary employees that will assist the doctor in getting those passengers in their under his supervision and in control and under the control that he wants to exercise over them?

By Steamship Company Committee:

Certainly.

By Mr. Densmore:

I don't know what your undertaking is. Assuming that the Department was to permanently revoke this order, it will no doubt require the facilities that we think we ought to have, and it will require just exactly what the Public Health Surgeons wants

and the Public Health Service will have to have a room in which the daylight comes in for their examination, and they will have to have such control and supervision over your cabin passengers as they want. Will you steamship gentlemen all prepare to give them that within a reasonable time?

By Mr. Winter:

Yes. I believe some of the steamers have it now.

By Congressman Eagan:

Is it proposed to make the same conditions apply to all the other ports in the United States. That is we are not going to make the inspection and examination more severe for New York than for other ports in the United States?

By Mr. Densmore:

As I understand it, I will have to answer that as I did the gentleman a while ago, as to what this order included Now this order only included New York, and what the reason was that only New York was mentioned I don't know, excepting perhaps that 90% of the immigration comes to New York, but I will undertake to say this that whatever rule or regulation is put into effect by the Department it will not be discriminating in favor of some other port.

By Congressman Eagan:

How about the Canadian Ports will this arrangement effect them?

By Mr. Densmore:

I am of the opinion that they are. The simple reason is

that their exclusions are about 10% and they are under 2% here.

By American Line Agent:

The Canadian passengers are very frequently examined after 6 o'clock at night and up to 11 or 12 o'clock?

By Mr. Parker:

Yet they knock down 10% of them.

By Mr. Farley:

Arriving there on a Sunday afternoon after 7 o'clock we were all examined and proceeded on the mid-night train West.

By Mr. Densmore:

Could there be any objection to stopping of night examinations by the Medical Officers and only provide that the Medical Examination should take place in the day time?

By Mr. Winter:

You can hold over those who have not been examined. You will have to have an examination at night,

By Mr. Densmore:

That would be a defective examination. Would there be any objection to holding the medical examination in the day time. I consider that this examination at New York is for the purpose of ascertaining what is the best method to pursue and whenever that method is found, you will get the entire benefit of it as far as I am concerned.

By Mr. Caminetti:

I am talking of benefiting the people of the United States and New York is a part of the United States.

By Mr. Nyland:

When you speak of the vessels landing at Halifax, in Canada, and the people being allowed to go, does that include passengers coming to the United States through Canada?

By Mr. Parker:

I believe so. They are all examined at Quebec and I am sure they are all examined whether they come to the United States or anywhere.

By Mr. Farley:

The Canadian Examinations are all the same.

By Mr. Parker:

Notwithstanding that we reject 5 or 6 times as many on the Canadian Side as we do here.

By Mr. Farley:

Do you mean those coming from Europe through Canada?

By Mr. Parker:

I mean all.

By Mr. Densmore:

The Department, in connection with the Public Health Service will set out its requirements. They won't be unreasonabl and the gentlemen here are prepared to meet them. The examinations may be on board theboat. If they cannot be, they will have to made over here, and if you speak with authority for all the lines, that you can arrange rooms and give us the assistance all the time, when we can exercise proper control over the aliens while the examination is going on, then the Department and the Immigration Bureau and Public Health Service will be in a position to consider it favorably and revoke the order permanently.

By Mr. Winter:

I believe, speaking for the lines, that we can undoubtedly arrange this. May I suggest that you submit to us in writing what you wish, that we may get together if necessary, and point out where we may do better even than required and so arrange this matter between us.

By Mr. Caminetti:

These gentlemen know what we want now pretty well. Let them confer over it, let the committee prepare plans for an examination aboard the ship in a way that they can help us to carry it out. Let them also prepare another plan of examination at the piers or in any way that they think would meet the situation. Then we can prepare such plans as we might think feasible and we can consider the respective plans.

By Mr. Densmore, to Mr. Caminetti:

I think if the lines are willing and agree before hand to come up to the requirements specified, it would be superfluous for them to suggest any plans.

By Mr. Winter:

We ask you to outline your requirements to us and we may aid you if there is anything you fail to see.

By Commissioner Howe:

That still leaves undisposed the matter of protecting the immigrants, which to my mind is only of secondary importance to the Medical Examination. That still dumps the immigrants at 29 difference places in New York.

By Mr. Farley:

Miss Clarke says she will look after them.

By Mr. Hunter:

Suppose they were dumped here in one spot won't they go back to New York?

By Mr. Howe:

They go back with all of their troubles over.

Adjourned 4.30 pm.

January 25, 1916.

H Goldfarb

Stenographer.

EXHIBIT A.

New York,
January 20th, 1916.

A. C. H. Wyland, General Passenger Agent of the Holland America Line, accompanied by Mr. A. J. B. Van der Herweynen, Landing Agent of the Holland America Line, boarded the following steamers upon their arrival at New York in order to ascertain if the facilities on board placed at the disposal of the Immigration Officers for the proper inspection of all II Cabin passengers in accordance with the immigration laws, were adequate and satisfactory.

The undernamed Immigration Officials were asked if any additional facilities were needed or desired. All of them however expressed themselves as being entirely satisfied with the arrangements made for such inspection, which enabled them to hold a full and thorough examination in accordance with the Immigration Law.

S. S. New Amsterdam, Nov. 4th, 1915:-
Insp. O'Connor,
Insp. Dimicelli,
Insp. Donovan,
Insp. Donahue,
Dr. Reichard, Med. Insp.

S. S. Noordam, Nov. 13th, 1915:-

Insp. English,
Insp. Snider,
Insp. Montgomery,
Interpretor Val Javac,
Dr. Reichard, Med. Insp.

S. S. Ryndam, Nov. 24th, 1915:-

Insp. O'Connor,
Insp. Snider,
Insp. Dimicelli,
Interp. Arachtingi,
Dr. Reichard, Med. Insp.

EXHIBIT A. (Pg. 2)

S. S. New Amsterdam, Dec. 9th, 1915:-

Insp. English,
Insp. Sullivan,
Insp. Pearsell,
Insp. Murphy,
Dr. Moore, Med. Insp.

S. S. Rotterdam, Dec. 23rd, 1915:-

Insp. Moore,
Insp. Dykes,
Insp. Feldsteyner,
Insp. Pearsell,
Dr. Turnipseed.

S. S. Ryndam, Jan. 1st, 1916:-

Insp. Murphy,
Insp. English,
Insp. Dykes,
Dr. Moore Medical Inspector.

S. S. Nieuw-Amsterdam, Jan. 16th, 1916.

Insp. Scarlett,
Insp. Schlaar,
Insp. O'Connor,
Dr. Turnipseed Medical Inspector.

PRESENT: AT HEARING HELD AT ELLIS ISLAND, JANUARY 24, 1916, TO INVESTIGATE THE QUESTION OF BRINGING THE SECOND CABIN PASSENGERS TO ELLIS ISLAND FOR INSPECTION.

Committee:

J. B. Densmore

A. W. Parker

Dr. E. K. Sprague

Frederic C. Howe.

Witnesses:

Frank H. Larned

Byron H. Uhl

P. A. Baker

Patrick Donoghue

Peter Donohue

Dr. H. M. Friedman

PRESENT: AT HEARING HELD AT ELLIS ISLAND, JANUARY 25, 1916, TO INVESTIGATE THE QUESTION OF BRINGING THE SECOND CABIN PASSENGERS TO ELLIS ISLAND FOR INSPECTION.

Committee:

J. B. Densmore
A. Caminetti
F. C. Howe
Dr. E. K. Sprague
A. W. Parker.

Witnesses:

Patrick Donoghue
Roman Dobler
Dr. Dunlop Moore
Congressman John J. Fagan
Congressman Hamill
W. A. Kavanaugh, representing Mayor of Hoboken.
Mr. Campbell, Hotelmen's Assoc. of New York.
E. T. Borrows, New York Produce Exchange.
Mr. Callahan, Maritime Exchange.
Boyd O. Berry, Merchant's Assoc., New York City.
R. D. Wyatt, Hoboken Board of Trade.
F. S. Gardiner, N.Y.Board of Trade & Transportation
L. B. Goldberger, Abindgon Hotel, 7 Abingdon Sq. New York City.
O. T. Boyd, Pennsylvania Railroad Co.
S. Blake, Blake's Hotel, 443 W. 23rd St., City.
Miss Clark, Industrial Commission, State of New York
W.J . Riley, Passenger Agent, Anchor Line.
O. L. Richard, Gen'l Agt., Lloyd Italiano SS Co.
Hermann Winter, Cunard S.S.Co., Ltd.
C. Treyvoux, Gen'l Pass. Agt., Compagnie Generale Transatlantique.
Halvor Jacobsen, Secretary & Treasurer, Scandinavian-American Line.
A.C. H. Nyland, Holland-American Line.
Richard H. Fahey, Ass't Passenger Manager, International Mercantile Marine.
Joseph Sent ner, Agent, Immigrant Clearing House.
Stephen Stephenitis, Ass't Mgr., Immigrant Clearing House, Ellis Island, N.Y.H.

Continuance of

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Heretofore